

ACCESS TO OPPORTUNITY



Transit-Oriented Development at the Beaverton Central MAX light rail station; the [City of Beaverton](#) was a HUD Community Challenge Planning grantee (Beaverton, OR)

INCREASING HOUSING AND TRANSPORTATION CHOICES FOR ALL

Housing and transportation choices have a profound effect on the ability of Americans to access jobs and can shape the economic health of entire regions. From dense urban downtowns to small rural towns, a lack of housing and transportation choices can limit access to opportunity and stifle economic growth by isolating residents from jobs and other essential services.

A critical component of HUD's mission for the past 50 years has been to support planning and urban development efforts that expand opportunity for Americans. HUD's Sustainable Communities Initiative (SCI) grants awarded in 2010 and 2011 constitute HUD's most comprehensive community and regional planning investment in decades. HUD's SCI awarded funding to 143 communities through Regional Planning Grants and Community Challenge Planning Grants, serving forty percent of the U.S. population. HUD's \$250 million investment opened the door to hundreds of millions of dollars of public and private investment and engaged more than 3,300 core partner groups nationwide.

Communities with diverse housing and transportation options can ease cost burdens on American families. The combined cost of housing and transportation constitutes the largest single expense for the majority of American households. Preserving and developing a mix of housing and transportation options provides flexibility and choice that can help families withstand economic shocks and stresses by adjusting their travel and living patterns to current budget realities.

Successful communities nurture their vision for economic growth by expanding access to opportunity for all residents. By increasing the quantity and diversity of housing and transportation choices, these places encourage businesses to locate in their communities, helping to create thriving hubs and corridors. Local governments are modernizing land-use rules, taking advantage of new investments in transportation, and ensuring residents are well connected to new economic opportunities and other services, such as schools and stores.

BY THE NUMBERS

**\$32
MILLION**

Invested by the Twin Cities in MN to fulfill a regional goal of expanded transit-oriented development

**\$48
MILLION**

New investment in mixed-income, affordable housing, and community facilities near light rail in Dallas, TX

**\$4.5
MILLION**

Invested in infill redevelopment in 2013-2014 by the Randolph County Housing Authority in Elkins, WV to provide affordable housing with access to employment options

20%

Percentage of housing reserved for affordable units in major new development areas under Somerville, MA's new zoning code



STRATEGIES FOR INCREASING ACCESS

HUD Sustainable Communities Initiative grantees have employed the following strategies for improving housing and transportation choices in order to increase access to opportunity in cities and regions across the country:



FUND TRANSIT-ORIENTED DEVELOPMENT WITH TOD GRANT PROGRAMS OR REVOLVING LOAN FUNDS



REMOVE REGULATORY BARRIERS FOR TOD AND PRESERVE AFFORDABLE HOUSING NEAR TRANSIT



INCREASE MULTIMODAL TRANSPORTATION OPTIONS AND ADOPT COMPLETE STREETS POLICIES



PRIORITIZE MULTIMODAL PROJECTS IN STATE IMPLEMENTATION PLANS AND TRANSPORTATION IMPROVEMENT PROGRAMS

SCI GRANTEE CASE STUDIES



City of Phoenix, AZ

The City of Phoenix is leading the [Reinvent Phoenix](#) project to establish a transit-oriented and walkable development model for districts along the city's new [Valley Metro](#) light rail transit system. The intent of TOD is to create safe, convenient, accessible, and comfortable environments for walking, bicycling, and using public transit.

In a city historically not known for walkability, action plans for **five transit-oriented development districts** are promoting a community-based vision for the future and identifying investment strategies that will expand opportunities for local residents.

To encourage private investment near transit stations, **the city allocated \$500,000 for competitive matching predevelopment grants** and on July 1, 2015, the Phoenix City Council approved its new [Walkable Urban Code](#) to foster transit ridership, pedestrian safety, and community health.

Learn more at: <http://reinventphx.org/>



City of Somerville, MA

The City of Somerville completed the city's first-ever Comprehensive Plan, [SomerVision](#), and led the neighborhood-based [Somerville By Design](#) planning effort in anticipation of the [MBTA Green Line](#) extension and six new rail transit stations in the city.

Under the project, the city has rewritten the Somerville Zoning Ordinance under the [Somerville Zoning Overhaul](#) to modernize land use regulations, incentivize TOD, and ensure adequate affordable housing. In addition, they passed the first-ever [Complete Streets ordinance](#) in the state of Massachusetts.

In total, it is estimated that the planning efforts and zoning revisions **will generate 30,000 new jobs, 125 acres of open space, and 6,000 new housing units, including 1,200 affordable units near rail transit stations.**

Learn more at: www.somervillebydesign.com/



City of Dallas, TX

The City of Dallas led the [Dallas TOD](#) planning project to focus investment in **five DART light rail station areas in south Dallas** to encourage the development of housing and community amenities that meet local needs.

Together, the station area plans are spurring mixed-use development by using innovative combinations of funding sources to begin construction on pilot projects in each station area. One of the pilot projects is a 44,000 square foot community health clinic that opened in Spring 2015 and saw 1,500 patients in its first week. Employing more than 100 people, it is adjacent to the Hatcher Street station.

In total, this effort is **estimated to bring a planned 682 new workforce and mixed-income housing units near light rail transit stations** in historically disinvested neighborhoods in south Dallas.

Learn more at: www.dallastod.com/

CONNECTING HOUSING, TRANSPORTATION, AND JOBS IN THE TWIN CITIES

Metropolitan Council | Corridors of Opportunity

In the **Minneapolis-St. Paul region**, the [Metropolitan Council](#) used HUD grant funding to lead [Corridors of Opportunity](#), a broad-based initiative to accelerate the build-out of a regional transit system for the Twin Cities that will spur economic growth and ensure equitable access to opportunities for all.

It focused on seven transit corridors that connect local places, institutions, and commercial districts to each other and to the entire Minneapolis-St. Paul metropolitan region. Corridors of Opportunity engaged stakeholders along the corridors on nearly two dozen planning and implementation activities that promoted transit-oriented development, affordable housing, small business support and investment, and community outreach and engagement.

One of the main initiatives under the project was providing grants to support new equitable TOD projects and the preservation and creation of affordable housing units near transit. As a result of the project, five transitways in the region developed corridor-wide action strategies for increasing TOD. Corridors of Opportunity combined their HUD funding with funds from the [Living Cities Integration Initiative](#) to support low-interest loans for projects along the three transitway corridors.

Guided by the TOD strategy funded by the HUD grant, the Metropolitan Council repurposed unused dollars from its existing [Livable Communities grant program](#) to create a special, one-time \$32 million TOD grant program, which now continues

on an ongoing basis; this program is funded by a region-wide property tax and other Council funds. Current annual funding of approximately \$7-8 million provides grants to cities to support a variety of TOD projects throughout the region.

LOCAL IMPLEMENTATION CAPACITY (LIC) GRANT PROGRAM

Corridors of Opportunity awarded \$953,000 to eight local affordable housing developers and cities under the [LIC Grant Program](#) to provide predevelopment funding for TOD projects. Three site-specific predevelopment grants along the Green Line light rail train were funded, as well as an additional five general predevelopment grants which funded technical studies and community engagement efforts along the Green Line LRT.

Learn more at: <http://www.corridorsofopportunity.org/>



ANALYZING ACCESS IN A RURAL AND SMALL TOWN WEST VIRGINIA SETTING

Randolph County Housing Authority | Housing and Transportation Connections

Randolph County is a rural region in West Virginia with high poverty and unemployment rates that has struggled to help local residents access jobs. The county has very limited public transportation options and nearly 20 percent of local residents lack access to personal vehicles. Moreover, population growth is stagnant and estimates show the number of senior citizens living in the region is projected to double by 2035. These shifting demographics require new housing and transportation solutions.

The [Randolph County Housing Authority](#) (RCHA) used their SCI grant to conduct a thorough analysis of housing and transportation needs in the region.

The research pointed to opportunities to improve bus transit service that connect important regional destinations as well as opportunities for infill development in downtown Elkins, the region's primary

employment center, where nearly 33% of housing space was undeveloped.

Using a robust community engagement process and the data collected via their needs analysis, they identified strategies for improving housing and transportation choices in the county. The following three reports were completed as part of the project and informed these strategies:

1. [Randolph County Housing and Transportation Study](#): Assessed housing and transportation needs county-wide
2. [Country Road Bus Transit Study](#): Assessed opportunities for expanding Country Roads Transit bus routes in Elkins and county-wide
3. [Neighborhood Mobility Plan](#): Assessed walkability and access to economic opportunity in Highland Park

As a result of the project findings, RCHA and its partners are working to diversify

housing options for a variety of ages and incomes and have worked with Country Roads Transit to expand fixed-route service destinations. **In 2013-2014 alone, RCHA and its partners constructed or rehabilitated 40 units of housing in Randolph County, contributing more than \$4.5 million in construction funding to infill development and redevelopment.**

Moreover, Randolph County is moving ahead with a [trail connector](#) that will link the Allegheny Highland Trail to the Elkins Depot Welcome Center in downtown Elkins, a recommendation from the Neighborhood Mobility Plan to enhance mobility for Highland Park residents.

Learn more at: www.rchawv.org/community-planning.html

TOOLS FOR ADVANCING ACCESS TO OPPORTUNITY

FEDERAL TOOL: The following tool was developed by HUD and the U.S. Department of Transportation.

HUD LOCATION AFFORDABILITY PORTAL



In 2013, HUD and DOT launched the [Location Affordability Portal \(LAP\)](http://www.locationaffordability.info/), a user-friendly source of robust, standardized data on the combined cost of housing and transportation at the neighborhood level.

The LAP features two tools—*My Transportation Cost Calculator* and the *Location Affordability Index*—that illustrate from different perspectives how housing location impacts affordability.

The *My Transportation Cost Calculator* generates transportation cost estimates based on user-entered

information, providing households, real estate professionals, and housing counselors customized comparisons of housing and transportation costs in different neighborhoods.

The *Location Affordability Index (LAI)* can be used to make data-driven decisions about local and regional planning and investment. The maps and data tools generated by the LAI can also be used to communicate with the public about different development scenarios.

The LAP can be accessed here:
<http://www.locationaffordability.info/>

LOCAL TOOLS: The following two tools were developed by HUD SCI grantee communities.

ENVISION TOMORROW PLUS (ET+)

[Envision Tomorrow Plus \(ET+\)](http://et.tacc.utexas.edu/Home.aspx) is an open-access scenario planning package that allows users to analyze how their community's current growth patterns and future growth decisions will impact a range of measures from public health, fiscal resiliency, and environmental sustainability.

ET+ provides a quick visualization of development decisions and current growth trajectories and can be used by communities to develop a shared vision for the future. It can be applied at scales from a single parcel to whole metropolitan regions.

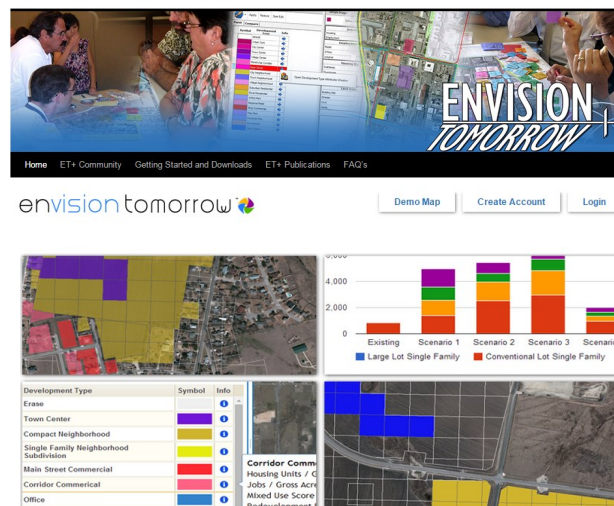
ET+ consists of approximately 18 additional analysis tools and scenario

indicators developed and incorporated into the standard [Envision Tomorrow](http://et.tacc.utexas.edu/Home.aspx) tools and indicators developed by Fregonese Associates. The new models were applied and tested in the Wasatch Front region of Utah and in the Austin, TX and Kansas City, MO regions as part of their HUD SCI planning projects.

In addition, an online version of the tool, [Envision Tomorrow Online \(ETO\)](http://et.tacc.utexas.edu/Home.aspx), was created to broaden access to scenario development beyond people with experience and knowledge of ArcGIS desktop products.

ET+ can be accessed online here:
<http://et.tacc.utexas.edu/Home.aspx>

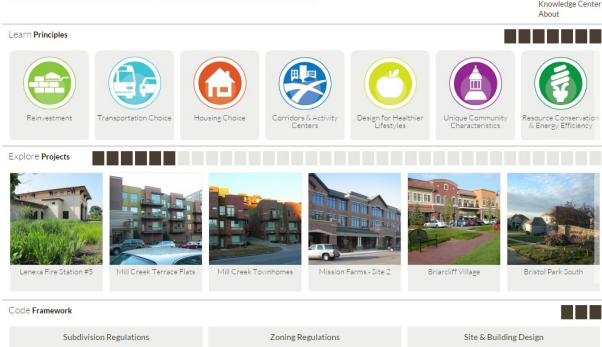
Envision Tomorrow Plus



Welcome to Envision Tomorrow Online (ETO)

MARC SUSTAINABLE CODE FRAMEWORK

MARC SUSTAINABLE DEVELOPMENT NAVIGATOR



The Mid-America Regional Council (MARC) developed this tool using HUD Community Challenge Planning Grant funding under their [Creating Sustainable Places Initiative](http://www.marc.org/creating-sustainable-places-initiative/).

The [Sustainable Code Framework](http://codes.sustainable-kc.org/) is a tool for local governments that allows communities to explore different code options based on their development objectives. The framework also contains a database

of existing projects that highlights best practices for sustainable principles, including ones that promote housing and transportation choices. The Sustainable Code Framework website contains close to 100 examples that demonstrate how to align codes with sustainable development principles.

This tool can be accessed here:
<http://codes.sustainable-kc.org/>



For more information, please visit the SCI Resource Library: www.hudexchange.info/programs/sci/resources

hud.gov/resilience

