Growth Transportation and Affordability: 
*High level policy questions*

JPAC November 1, 2018
1. How much housing do we build?

Increase in **households** versus
Increase in **housing units**

Source: Ivory-Boyer Construction Database, Kem C. Gardner Policy Institute
Utah for-sale homes are **50% more expensive** than five years ago.

*Source: Zillow, Marcus & Millichap/Deseret News*
2: Where do we growth? vacant versus infill/ redevelopment

Source: WFRC, 2017 county assessor data. “vacant” is unbuilt, privately held, without significant environmental constraints. Pieces of contiguous vacant land smaller than 10 acres are not shown.
3. What is our housing mix?

Wasatch Front % of housing construction

Source: Ivory-Boyer Construction Database
Kem C. Gardner Policy Institute
Cost of living: Housing + Transportation
A HEAVY LOAD:
The Combined Housing and Transportation Burdens of Working Families
Housing + Transportation Expenses Example

Lower near transit

Lower near jobs

https://HTAindex.cnt.org
Housing Expenses: West Jordan Example

West Jordan Residents

Household Budget % Expended

Cost burdened
Transportation Expenses: West Jordan Example

West Jordan Residents

Household Budget % Expended

- Cost burdened

0% 10% 20% 30% 40% 50% 60% 70% 80% 90%

< 8% 8 - 12% 12 - 15% 15 - 18% 18 - 22% 22 - 26% 26 - 29% 29% +
Combined Housing + Transportation: West Jordan

West Jordan Residents

Household Budget % Expended

- Cost burdened
Transportation costs largely a function of:

Driving Distances

Auto Ownership

Distances and costs affected by:

4. Proximity of homes to jobs

5. Proximity of homes and...
6. Proximity of jobs to low cost transportation
Workforce access to firms and education
The growing distance between people and jobs in metropolitan America

Elizabeth Kneebone and Natalie Holmes

Findings

Proximity to employment can influence a range of economic and social outcomes, from local fiscal health to the employment prospects of residents, particularly low-income and minority workers. An analysis of private-sector employment and demographic data at the census tract level reveals that:

- Between 2000 and 2012, the number of jobs within the typical commute distance for residents in a major metro area fell by 7 percent. Of the nation’s 96 largest metro areas, in only 29—many in the South and West, including McAllen, Texas, Bakersfield, Calif., Raleigh, N.C., and Baton Rouge, La.—did the number of jobs within a typical commute distance for the average resident increase. Each of these 29 metro areas also experienced net job gains between 2000 and 2012.

- As employment suburbanized, the number of jobs near both the typical city and suburban resident fell. Suburban residents saw the number of jobs within a typical commute distance drop by 7 percent, more than twice the decline experienced by the typical city resident (3 percent).
Transportation and Affordability: Policy Questions

Lower Housing Costs

1. How much housing do we build?
2. More multi-unit housing types?

Shorten Driving Distances

3. More growth in infill settings? *
4. Balanced job/ housing and mixed uses? *

Enable Use of Lower Cost Modes

5. Transportation funding questions *
6. More TOD Housing? *
7. More TOD Job sites? *

*Improved Job Accessibility
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