

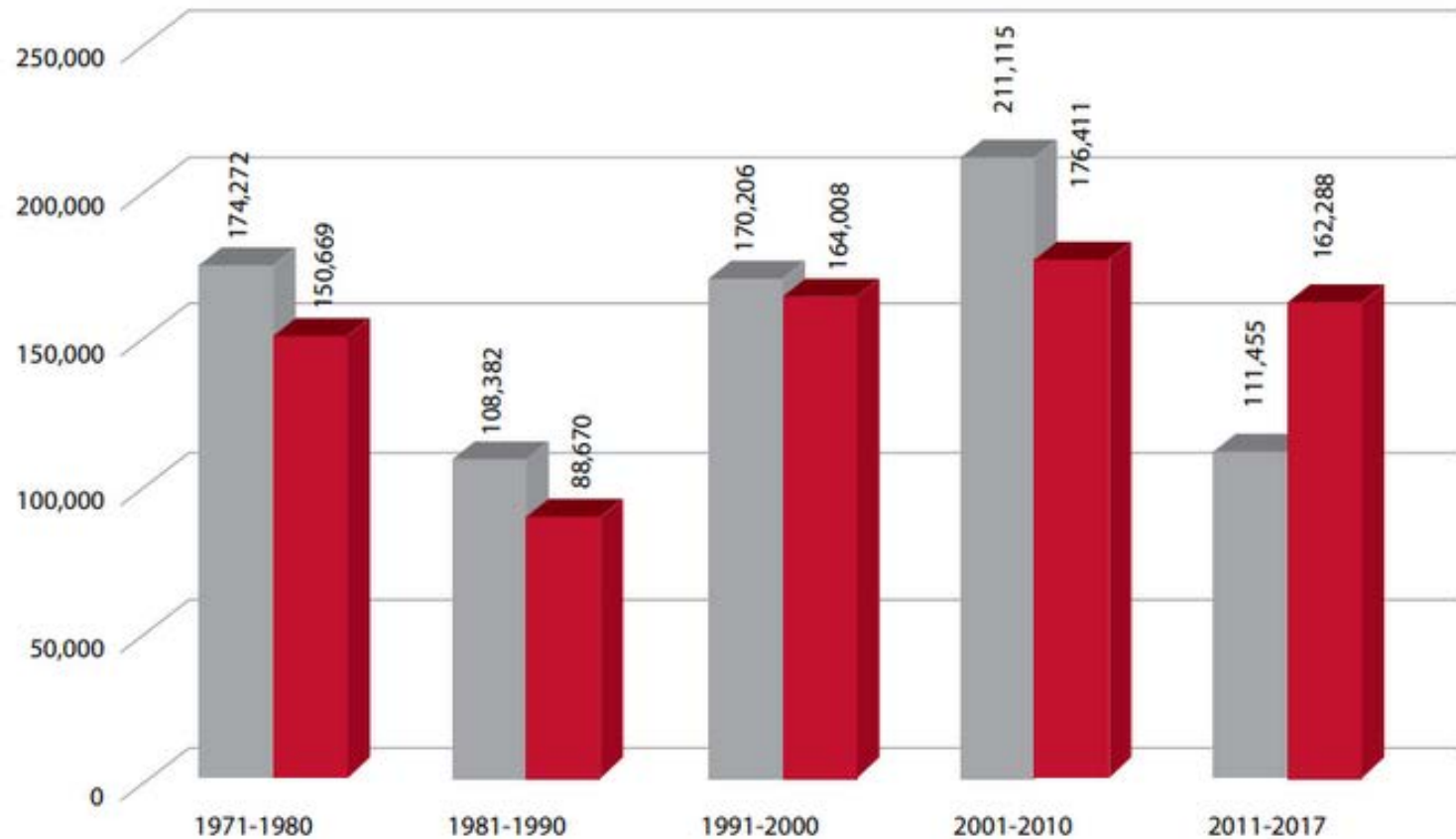
**Growth Transportation  
and Affordability:**  
*High level policy questions*

JPAC November 1, 2018



# 1. How much housing do we build?

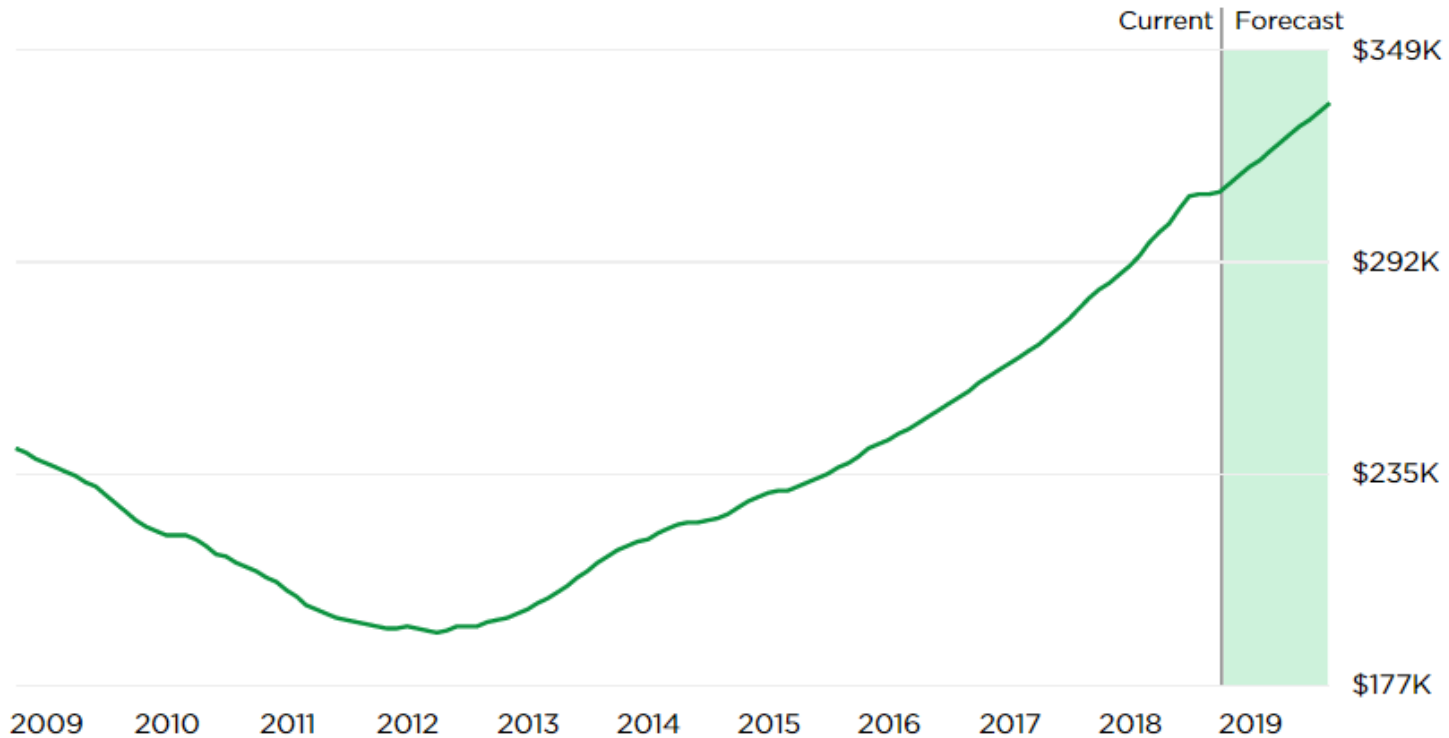
Increase in **households** versus  
Increase in housing units



Source: Ivory-Boyer Construction Database, Kem C. Gardner Policy Institute

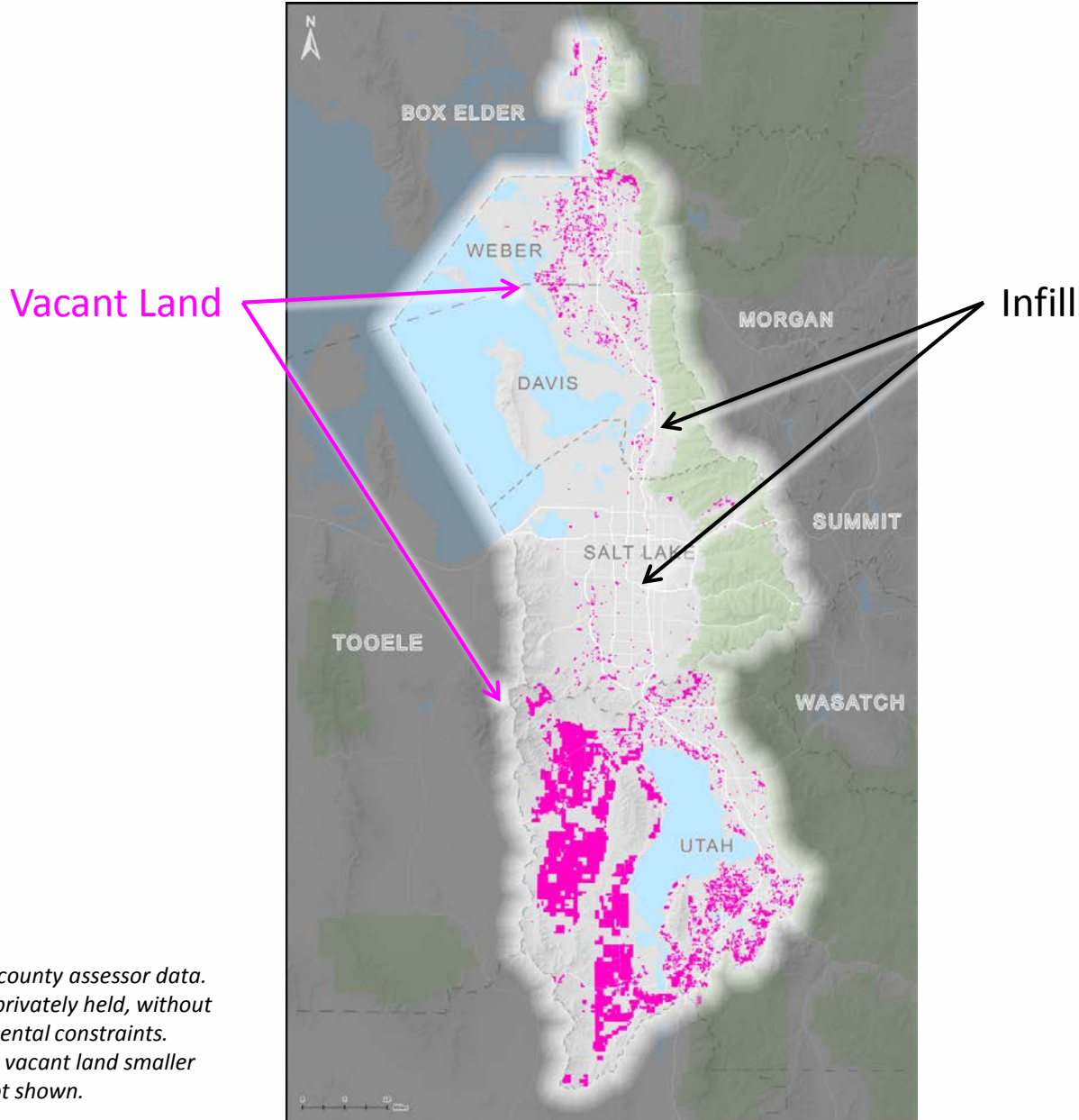
# Housing affordability challenge

Utah for-sale homes are **50% more expensive** than five years ago.



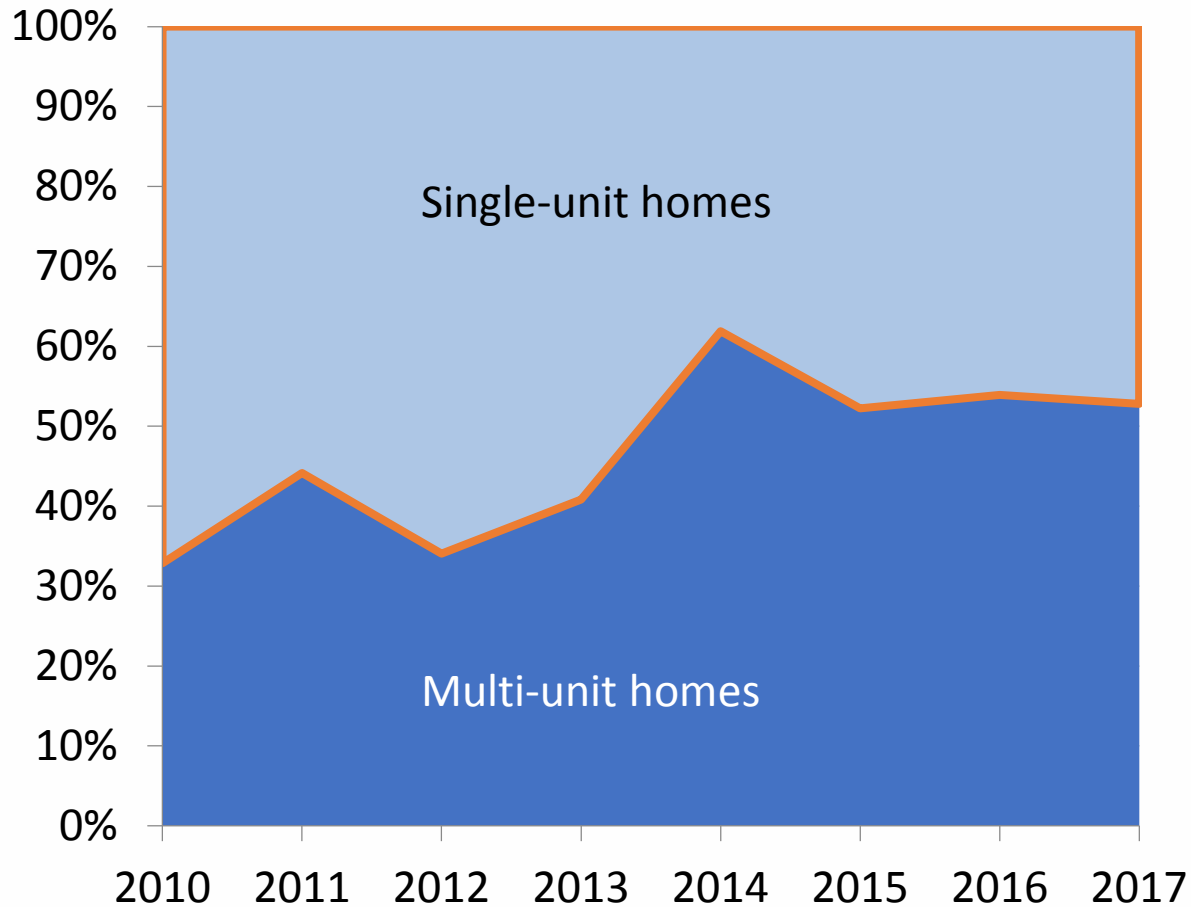
Source: Zillow, Marcus & Millichap/Deseret News

## 2: Where do we grow? vacant versus infill/ redevelopment



### 3. What is our housing mix?

#### Wasatch Front % of housing construction



Source: Ivory-Boyer Construction Database  
Kem C. Gardner Policy Institute

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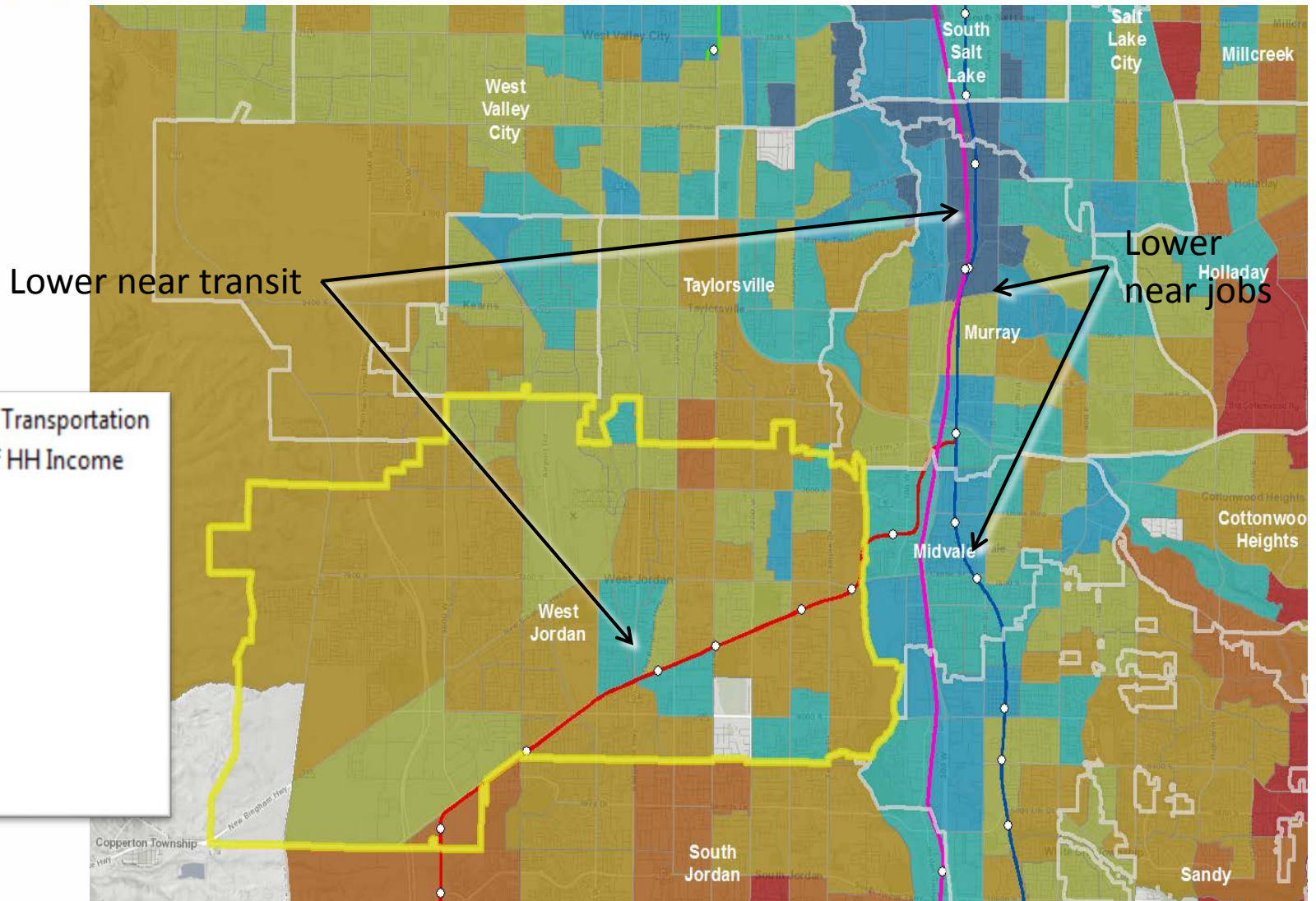
# **Cost of living: Housing + Transportation**



# Household Affordability

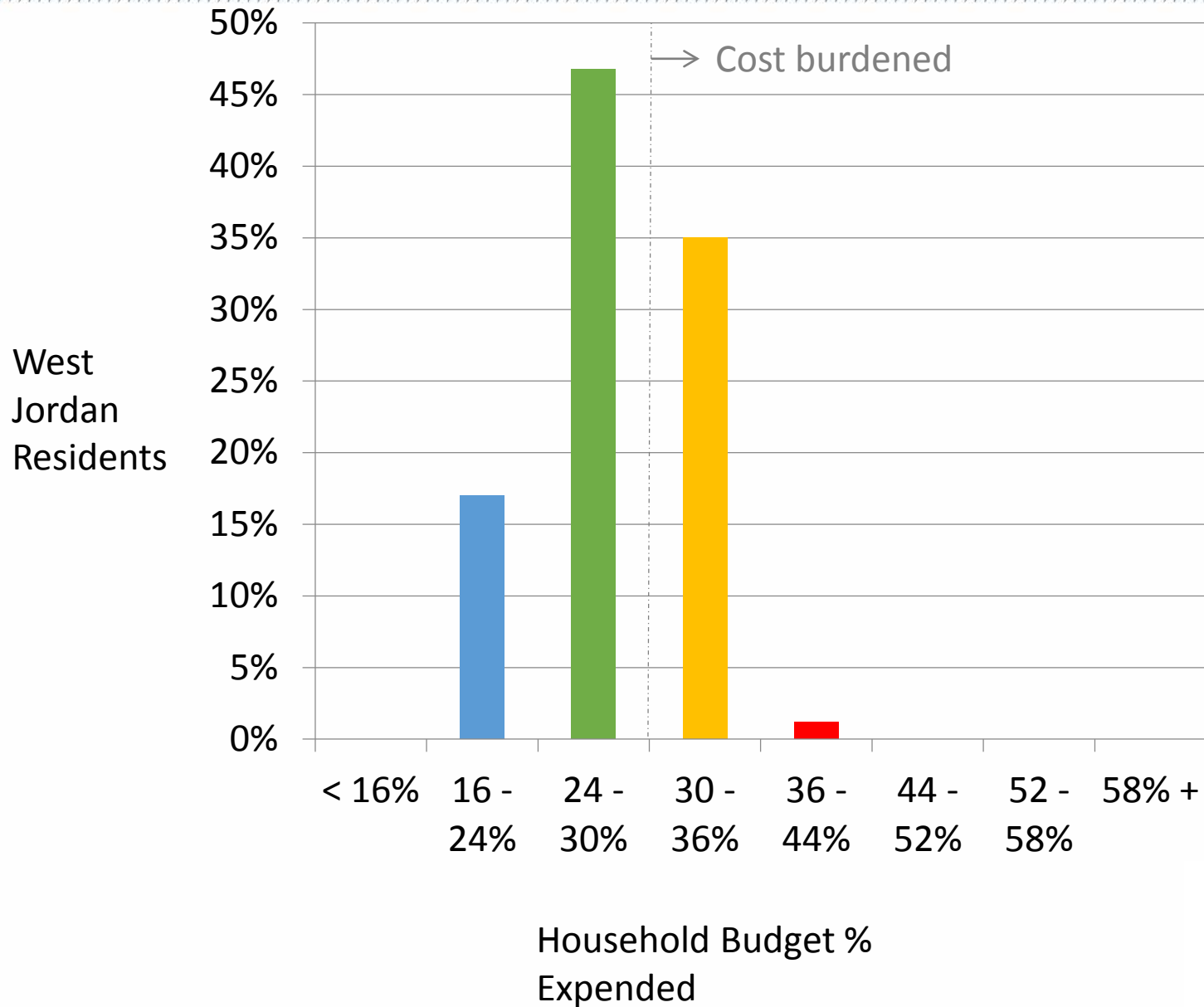


# Housing + Transportation Expenses Example

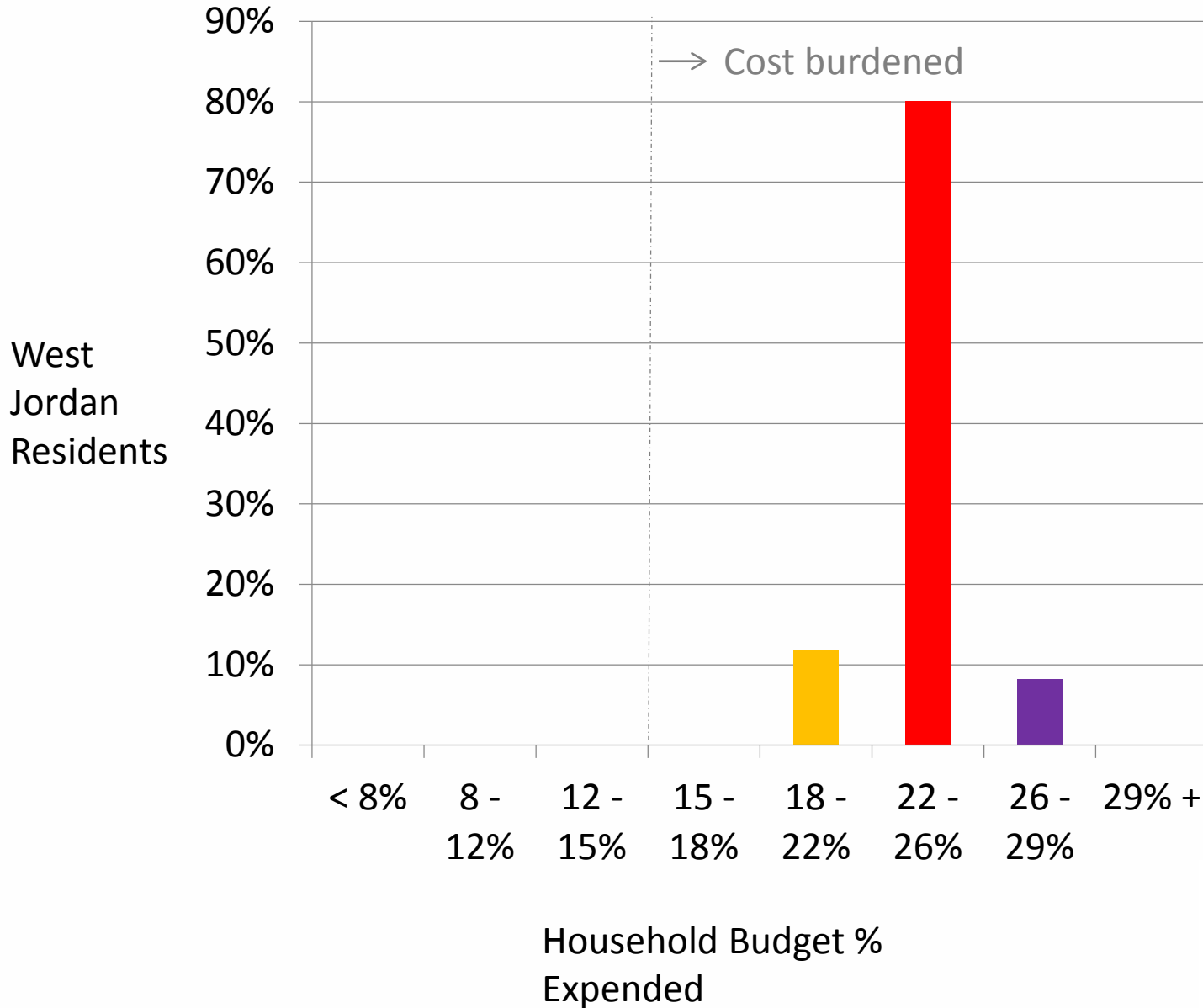




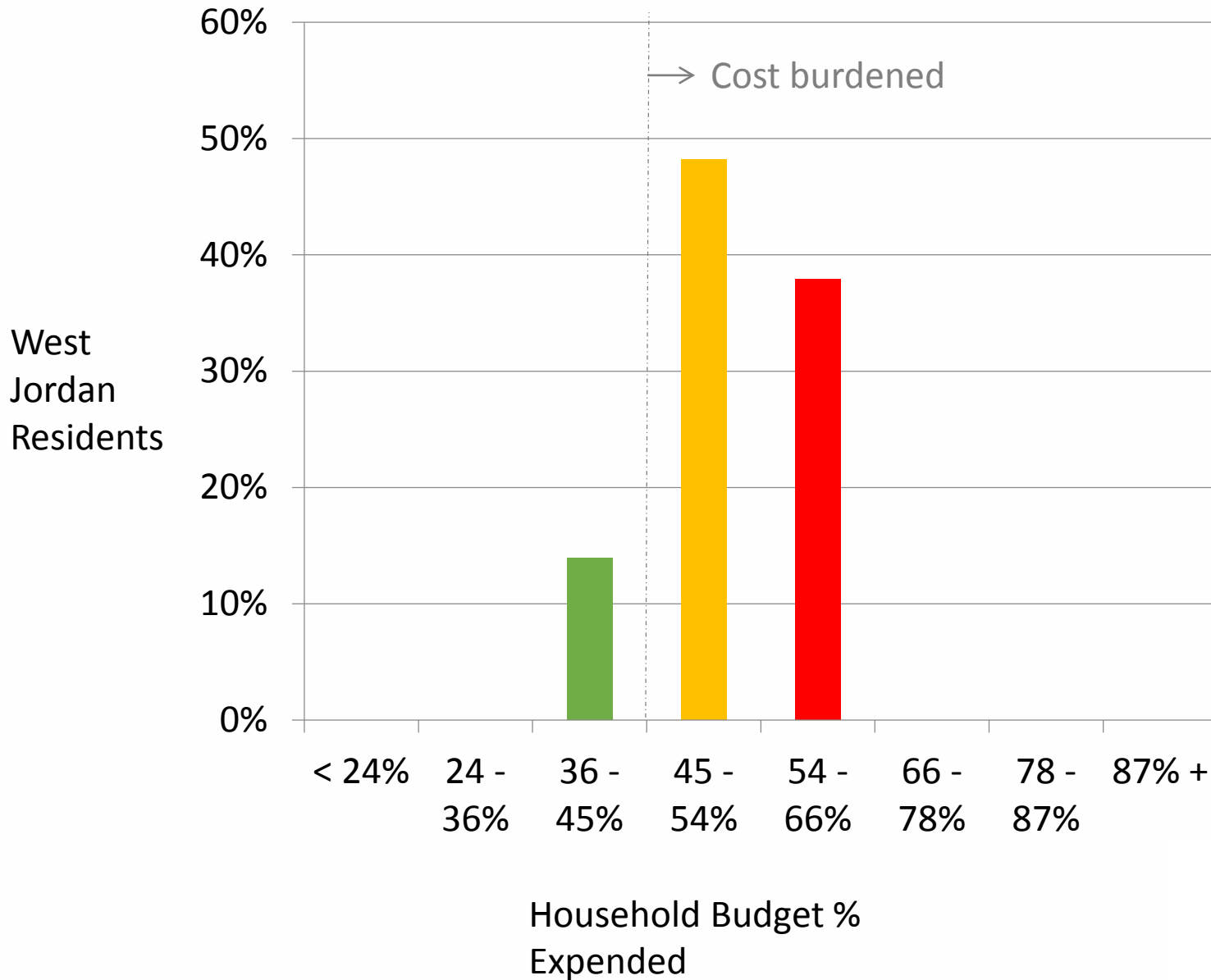
# Housing Expenses: West Jordan Example



# Transportation Expenses: West Jordan Example



# Combined Housing + Transportation: West Jordan



## Transportation costs largely a function of...

### Driving Distances

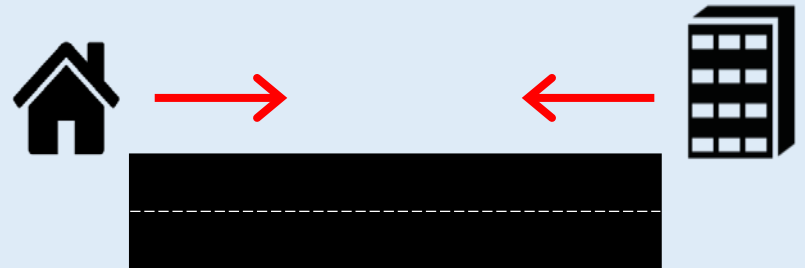


### Auto Ownership



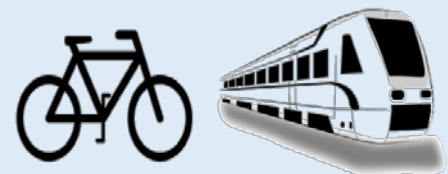
## Distances and costs affected by

### 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



# Why job access is important?

**B** Metropolitan Policy Program  
at BROOKINGS

## 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 per-

“As people and jobs continued to suburbanize and spread out in the 2000s, the number of jobs near the typical resident fell.”

The Atlantic

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## Why Low-Income Kids Thrive in Salt Lake City

This small Western metro has some of the best rates of upward mobility in the country. Can the city sustain that as it grows and diversifies?



# 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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