

# H+T Affordability and IHDA Investments 2001-2008

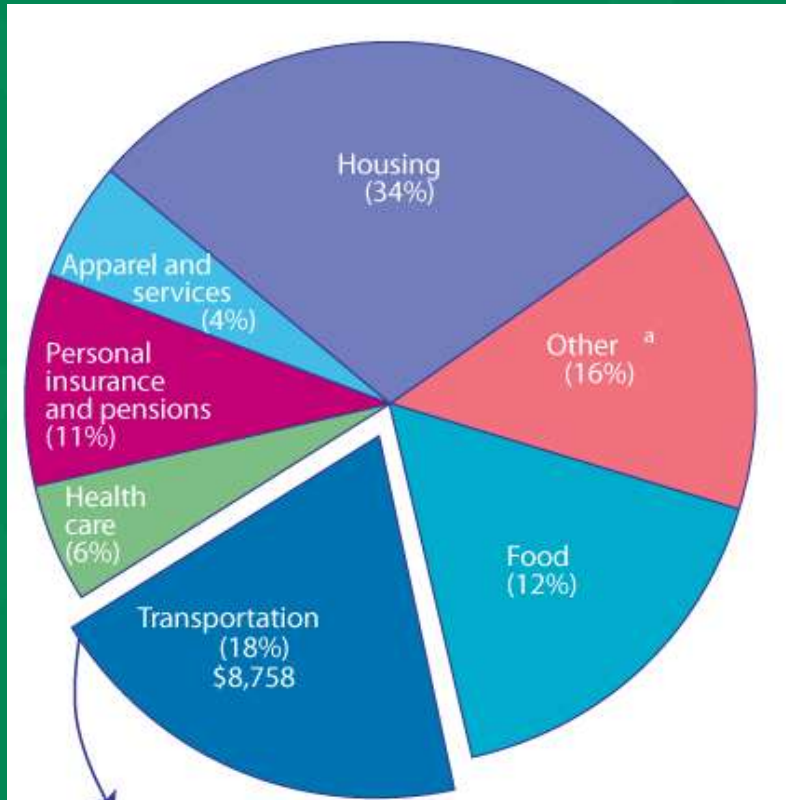
Supported by grants from the Searle Funds at The Chicago  
Community Trust and the Grand Victoria Foundation

Rail~Volution  
October 17, 2011

# Introduction

- CNT analyzed 248 developments approved by IHDA from 2001-2008 in the Chicago region
- Evaluated how new policies have impacted transportation costs and job access of IHDA-financed developments
- Demonstrates a practical use of the H+T Index consistent with Federal Sustainable Communities Partnership

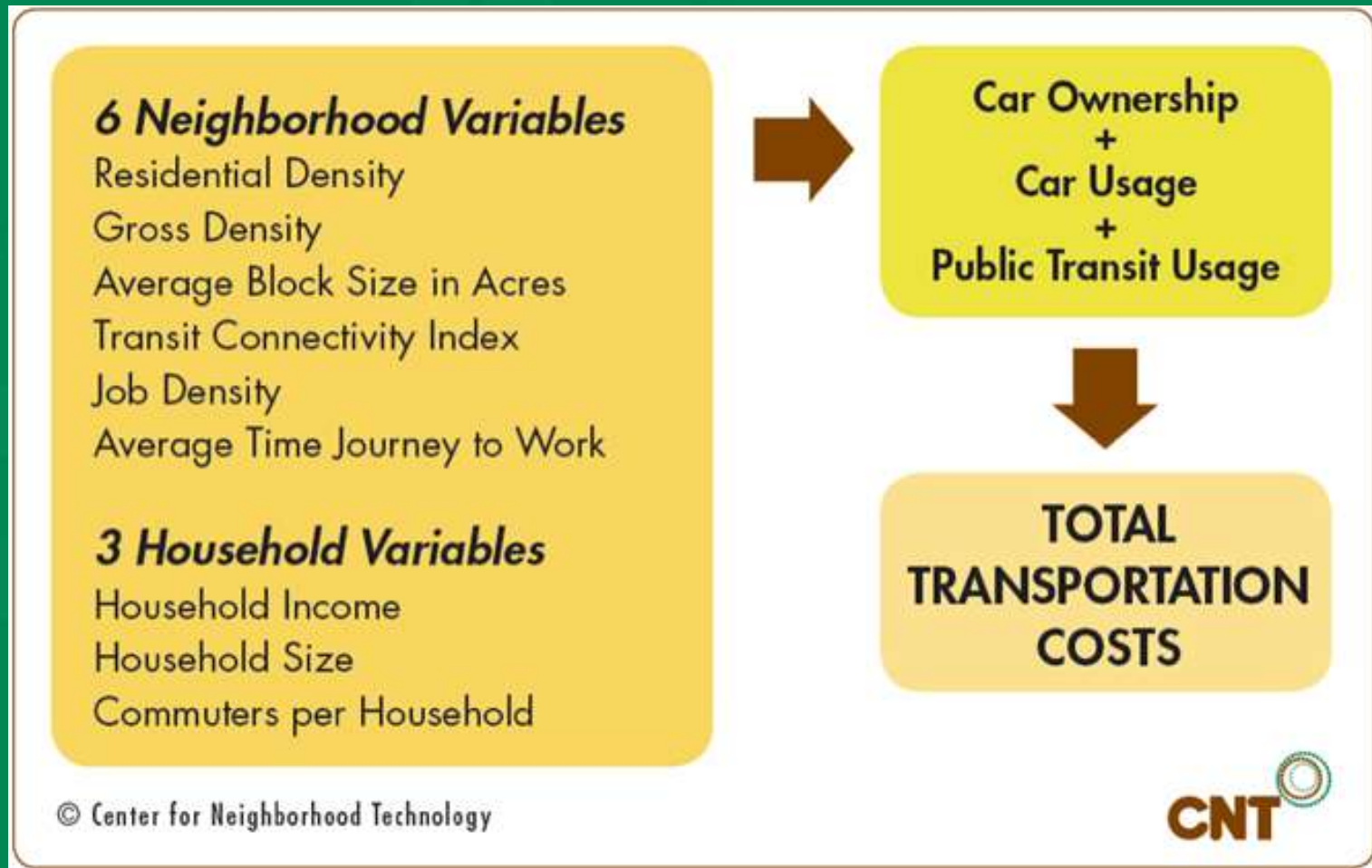
# U.S. Household Expenditures



- Housing
- Transportation
- Both costs are driven in part by location
- High transportation costs can make seemingly affordable housing **unaffordable.**

Source: U.S. Department of Labor, Bureau of Labor Statistics, Consumer Expenditure Survey, 2007; and personal communication as of November 2008.

# Transportation Cost Model



# H+T<sup>®</sup> Affordability Index



True Affordability and Location Efficiency

## H+T<sup>SM</sup> Affordability Index

[Maps](#) [About](#) [Press](#) [Method](#) [Mailing List](#)

For more information about CNT  
please visit the CNT website.



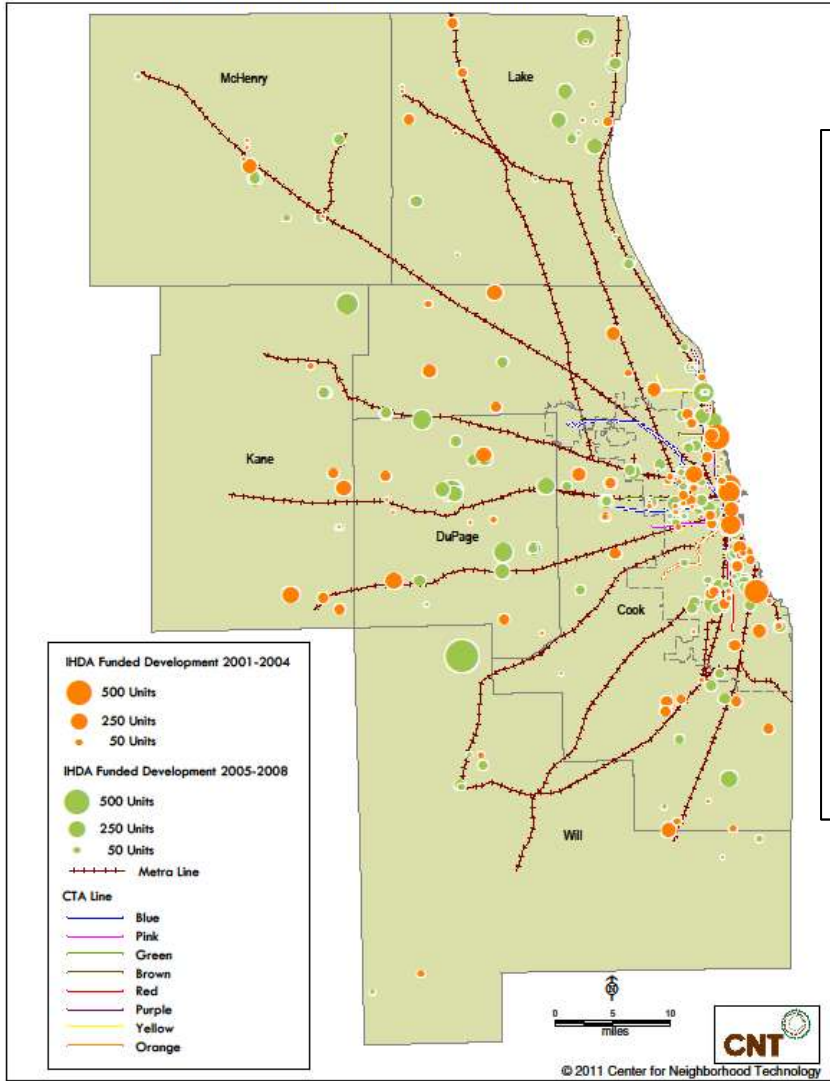
**The Housing + Transportation Affordability Index is an innovative tool that measures the true affordability of housing based on its location.**

Americans traditionally consider housing affordable if it costs 30 percent or less of their income. The Housing + Transportation Affordability Index, in contrast, offers the true cost of housing based on its location by measuring the transportation costs associated with place.

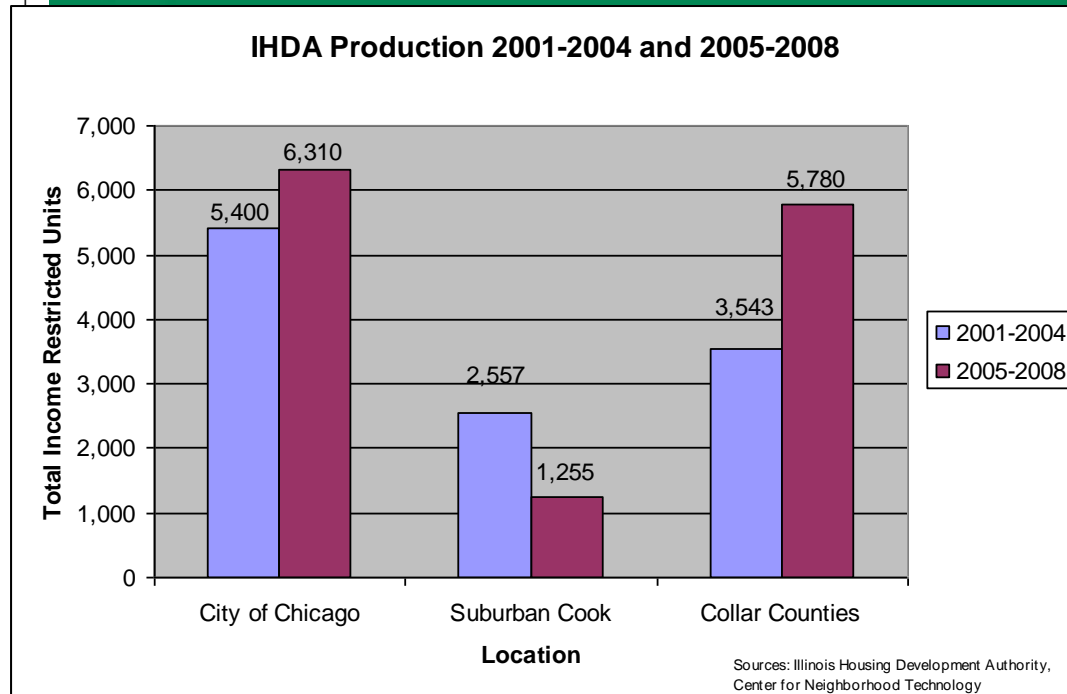


# Uneven Distribution of Affordable Housing Across Region

IHDA Production 2001 - 2004 and 2005 - 2008



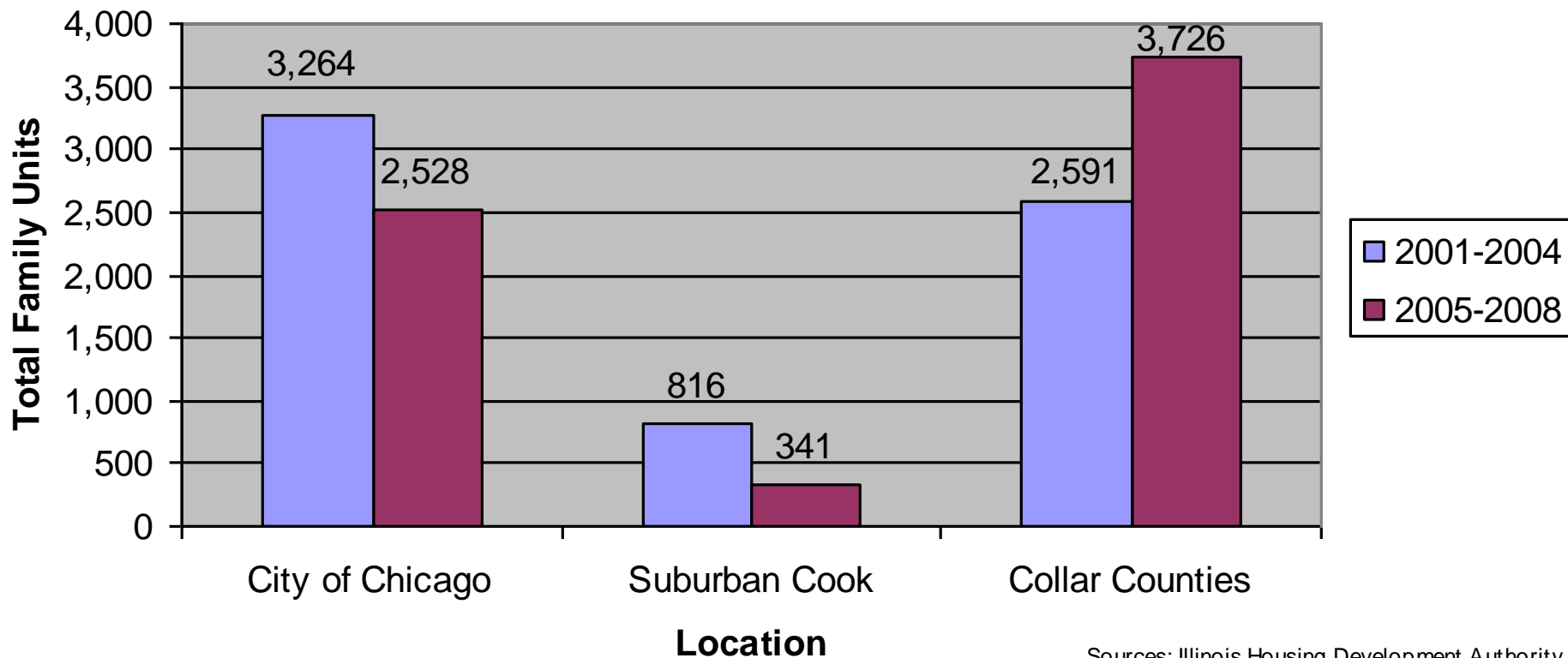
IHDA Production 2001-2004 and 2005-2008





# Family Housing Concentrated in the Collar Counties and City

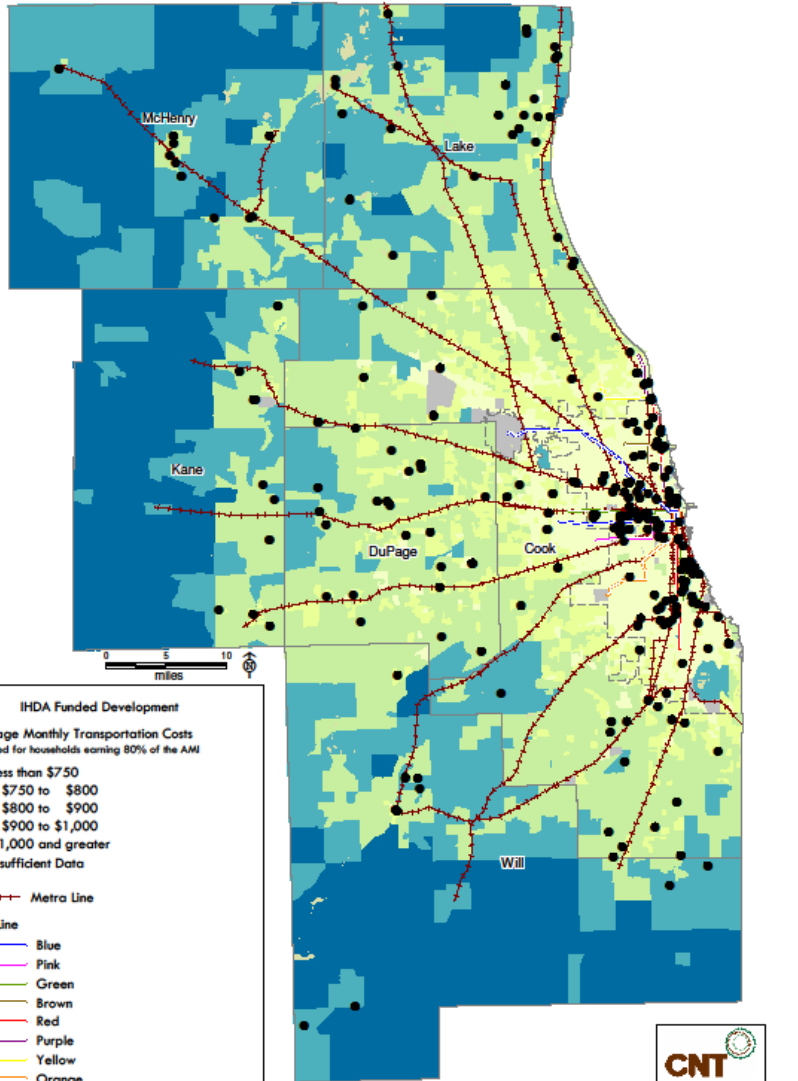
## Family Housing Production



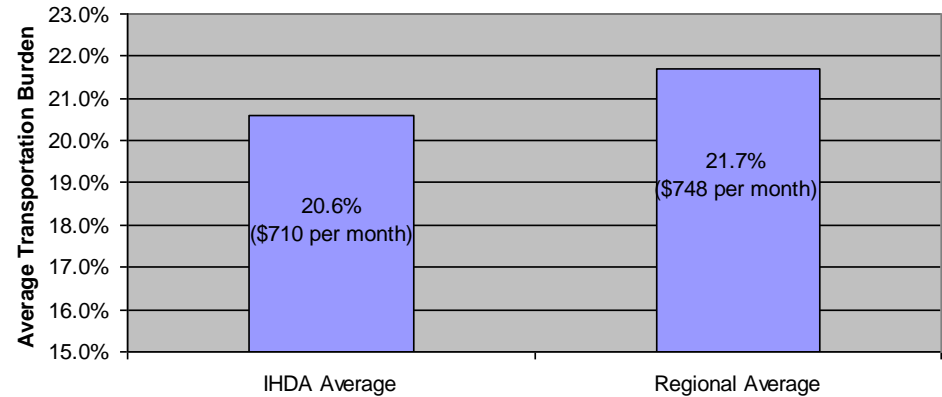
Sources: Illinois Housing Development Authority, Center for Neighborhood Technology

# T Costs in IHDA Developments Outperform the Regional Average

IHDA Developments and Transportation Costs  
Modeled for Households earning 80% AMI

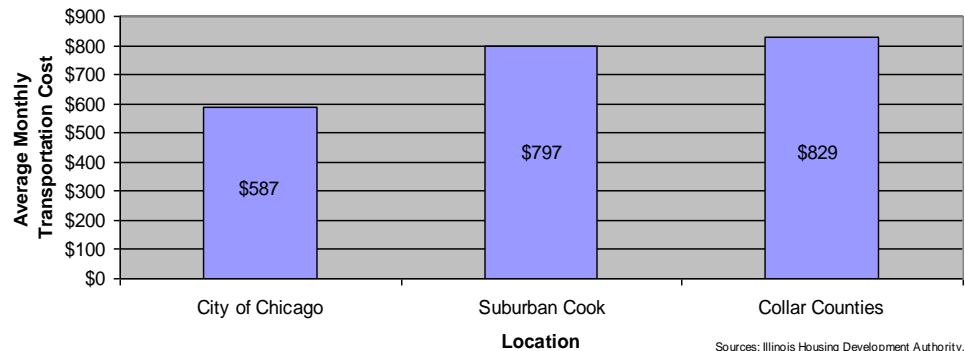


Average Transportation Burdens for 80% AMI Households



Sources: Illinois Housing Development Authority, Center for Neighborhood Technology

Average Monthly Transportation Costs for 80% AMI Households in IHDA Developments



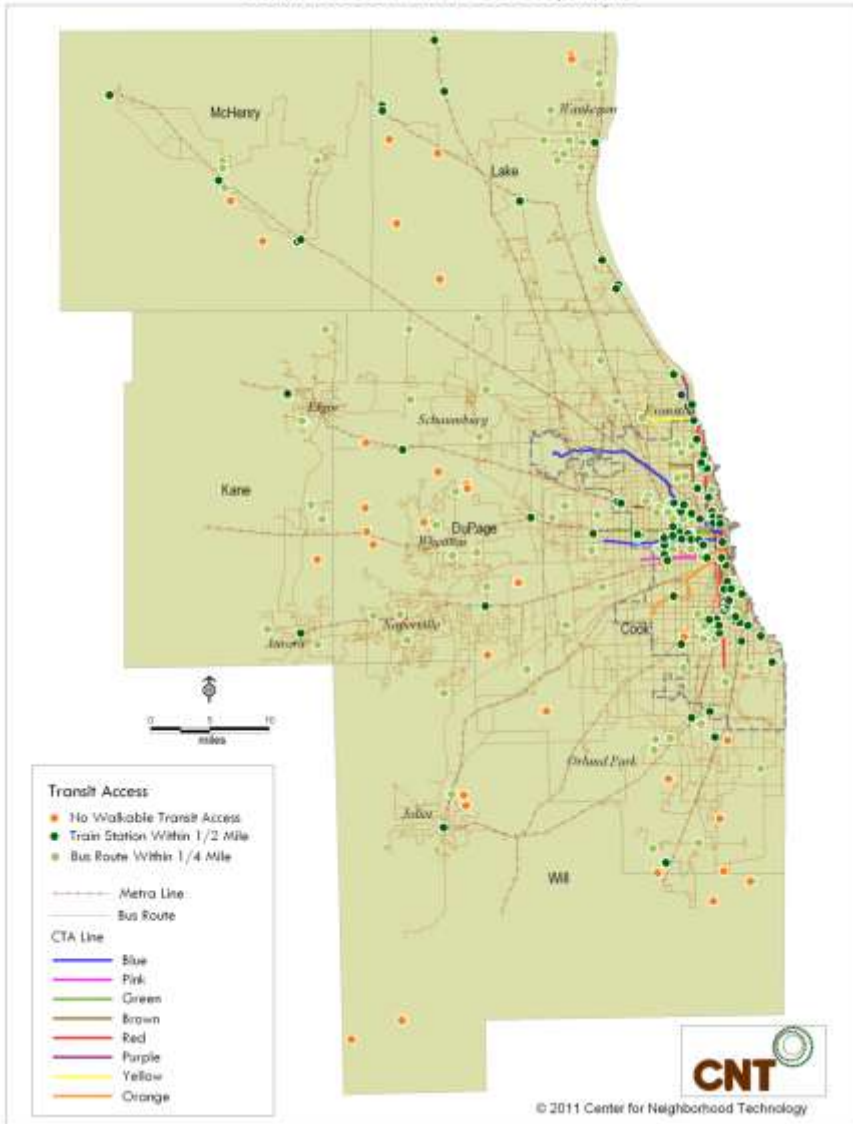
Sources: Illinois Housing Development Authority, Center for Neighborhood Technology



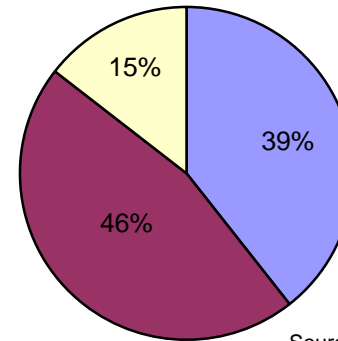


# Walkable Transit in $\frac{3}{4}$ of Suburban Units

Transit Access in IHDA Developments



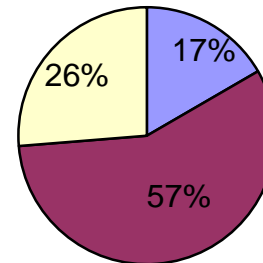
## Walkable Transit Access for all Units



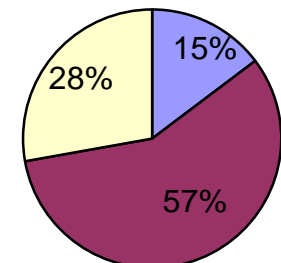
- Less than 1/2 Mile to Station
- Bus Route Within 1/4 Mile
- No Walkable Transit Access

Sources: Illinois Housing Development Authority, Center for Neighborhood Technology

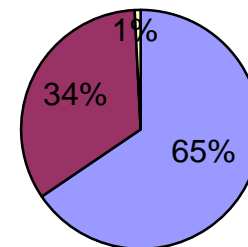
## Walkable Transit Access for the Collar Counties



## Walkable Transit Access for Suburban Cook

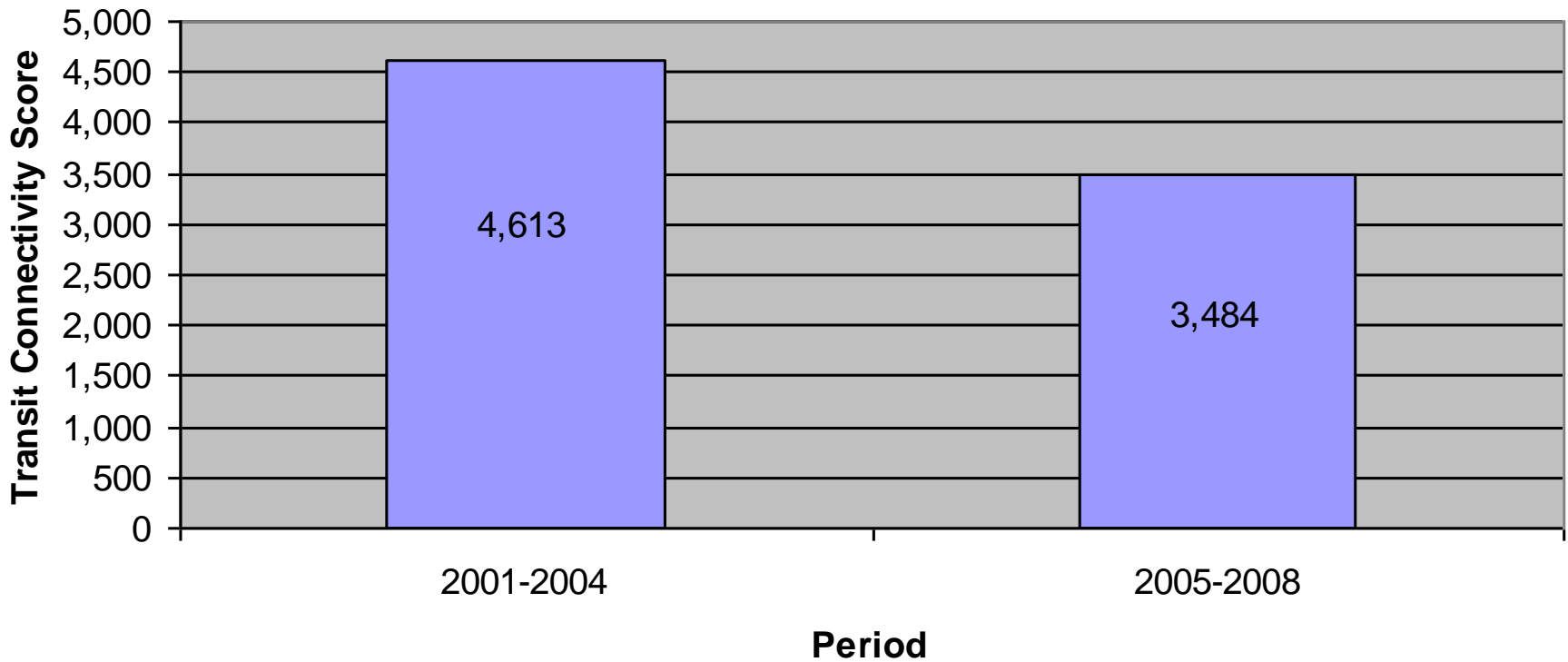


## Walkable Transit Access for Chicago



# Transit Connectivity of IHDA Units Declined

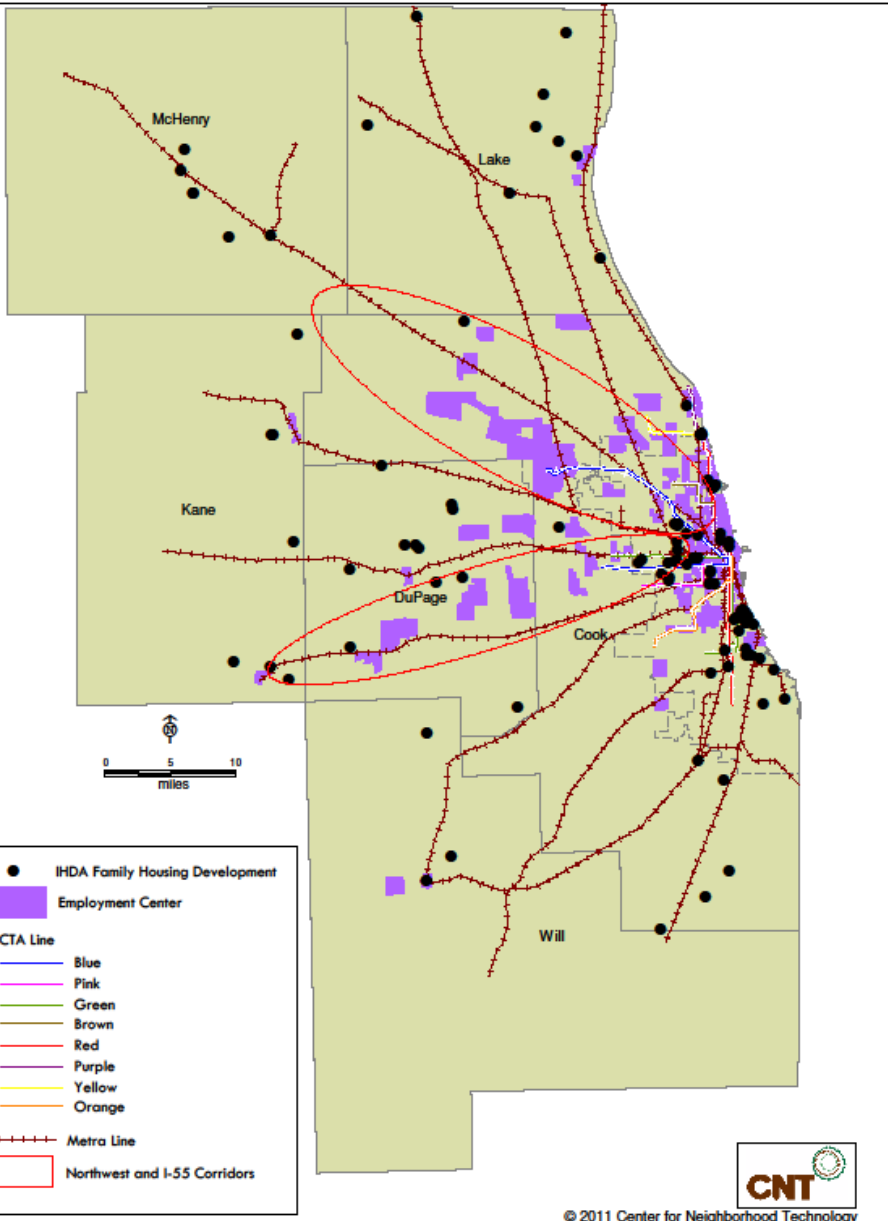
**Transit Connectivity 2001-2004 and 2005-2008**



Sources: Illinois Housing Development Authority, Center for Neighborhood Technology

# Jobs-Housing Mismatch Persists

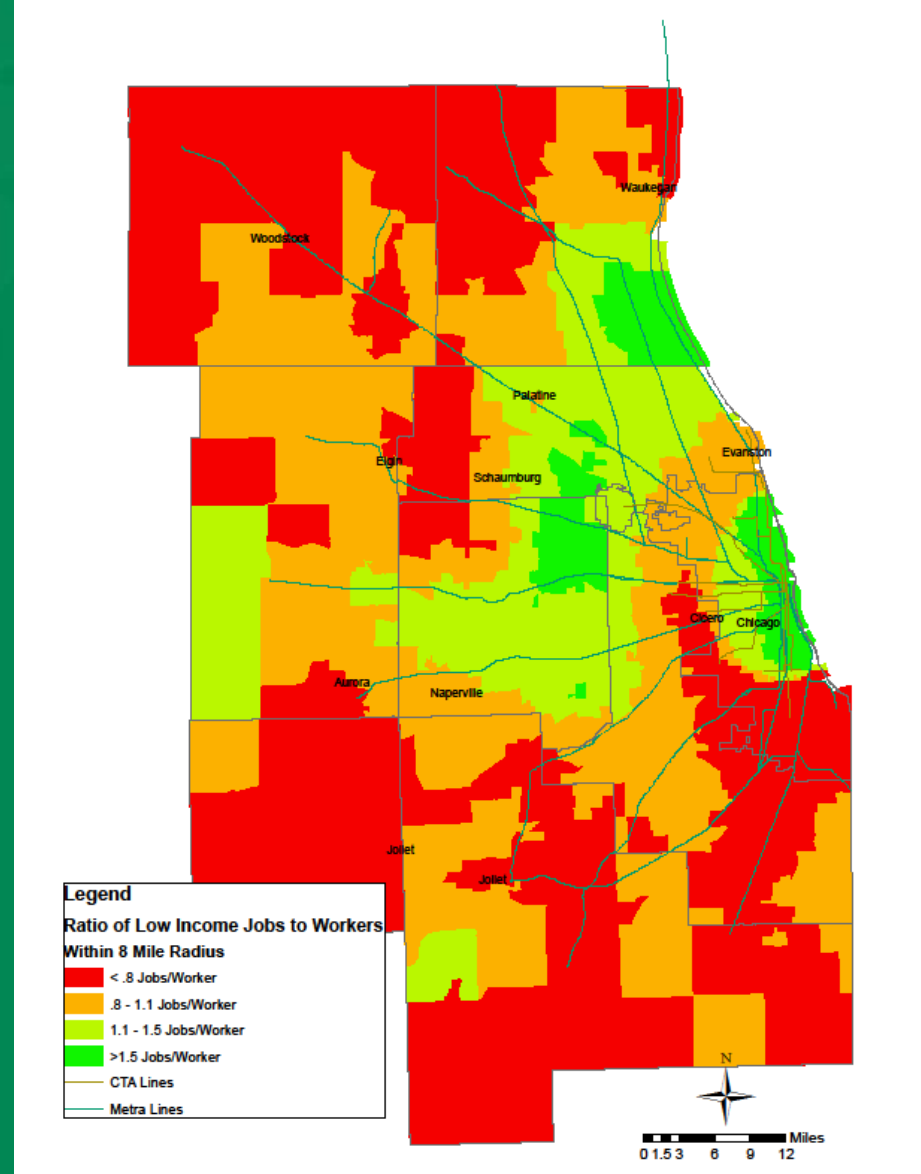
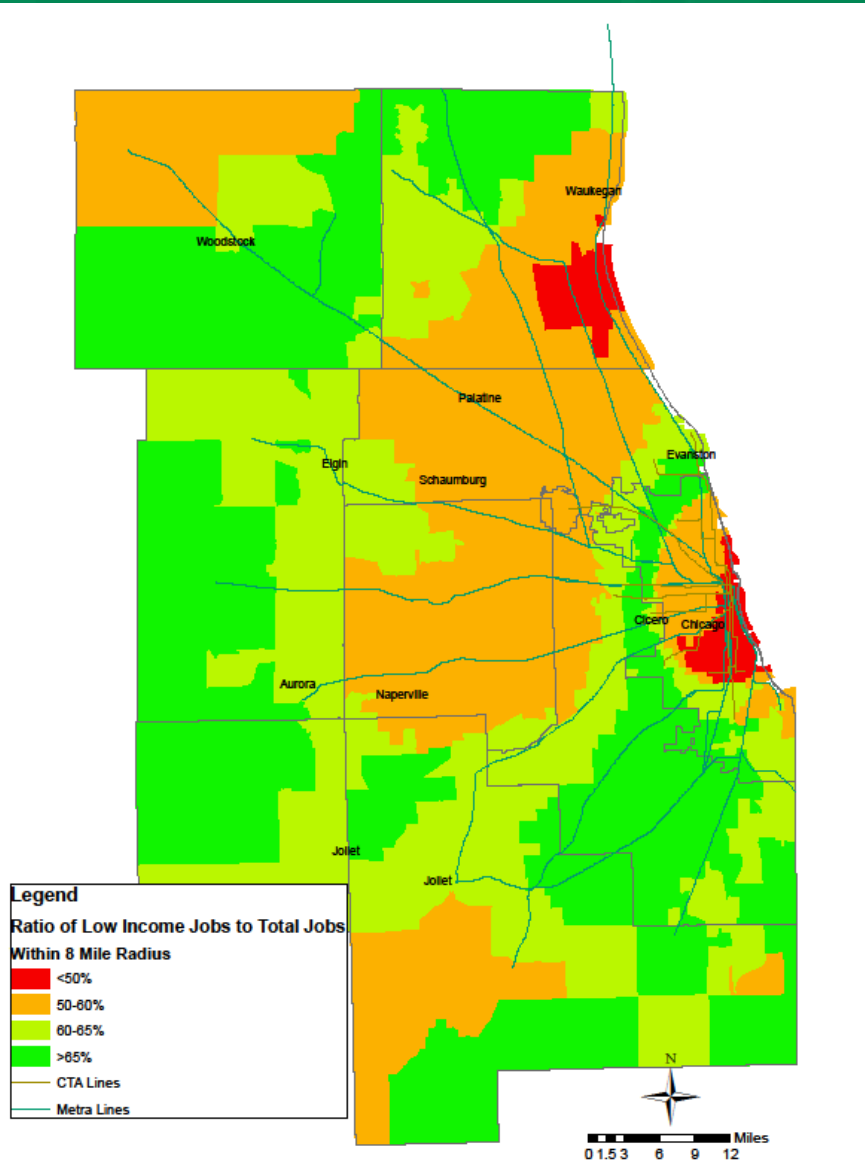
IHDA Family Housing Developments and Regional Employment Centers



- The mismatch between affordable housing and regional employment centers is well-recognized
- Old QAP required jobs count at county level
- Developers indicate that this category has not been effective at distinguishing projects in high opportunity areas
- LED data provides a better measure of job access

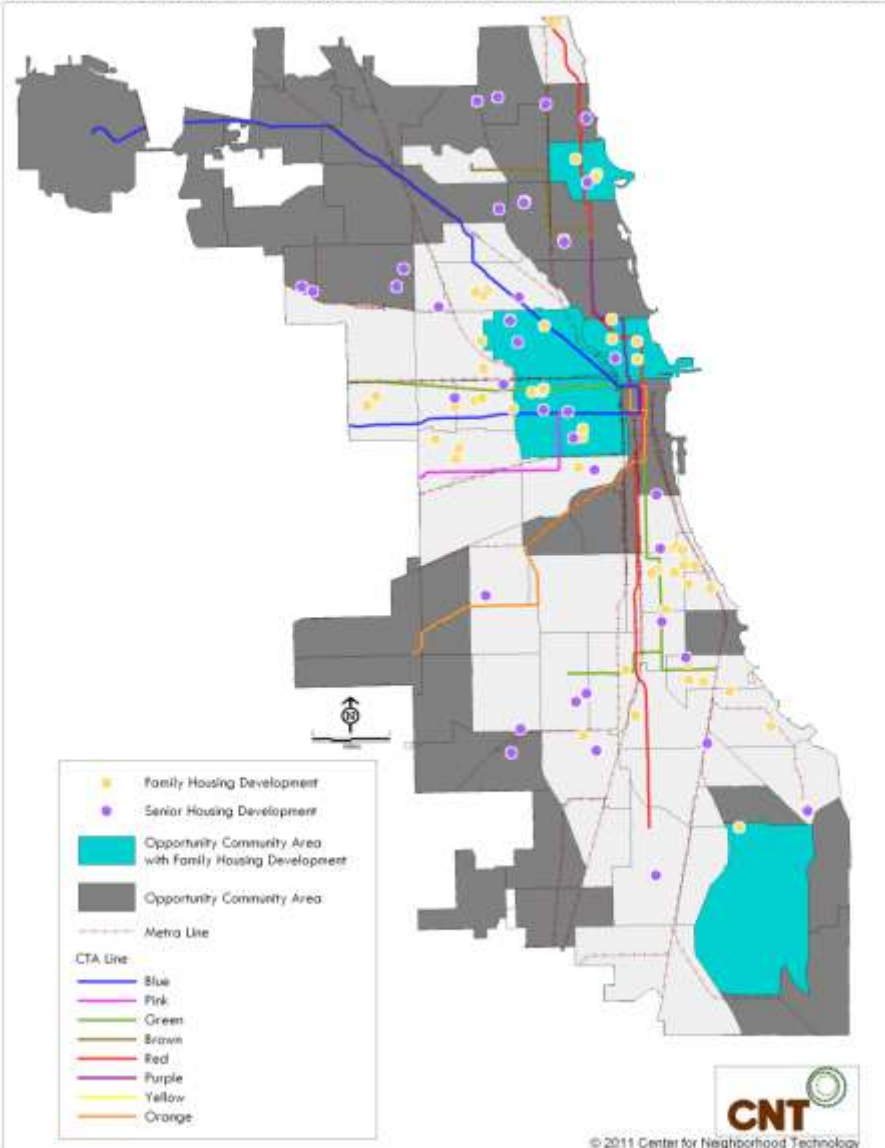
# Low Income Jobs / All Jobs

# Low Income Jobs / LI Workers



# Development in Chicago is Concentrated in Poverty Areas

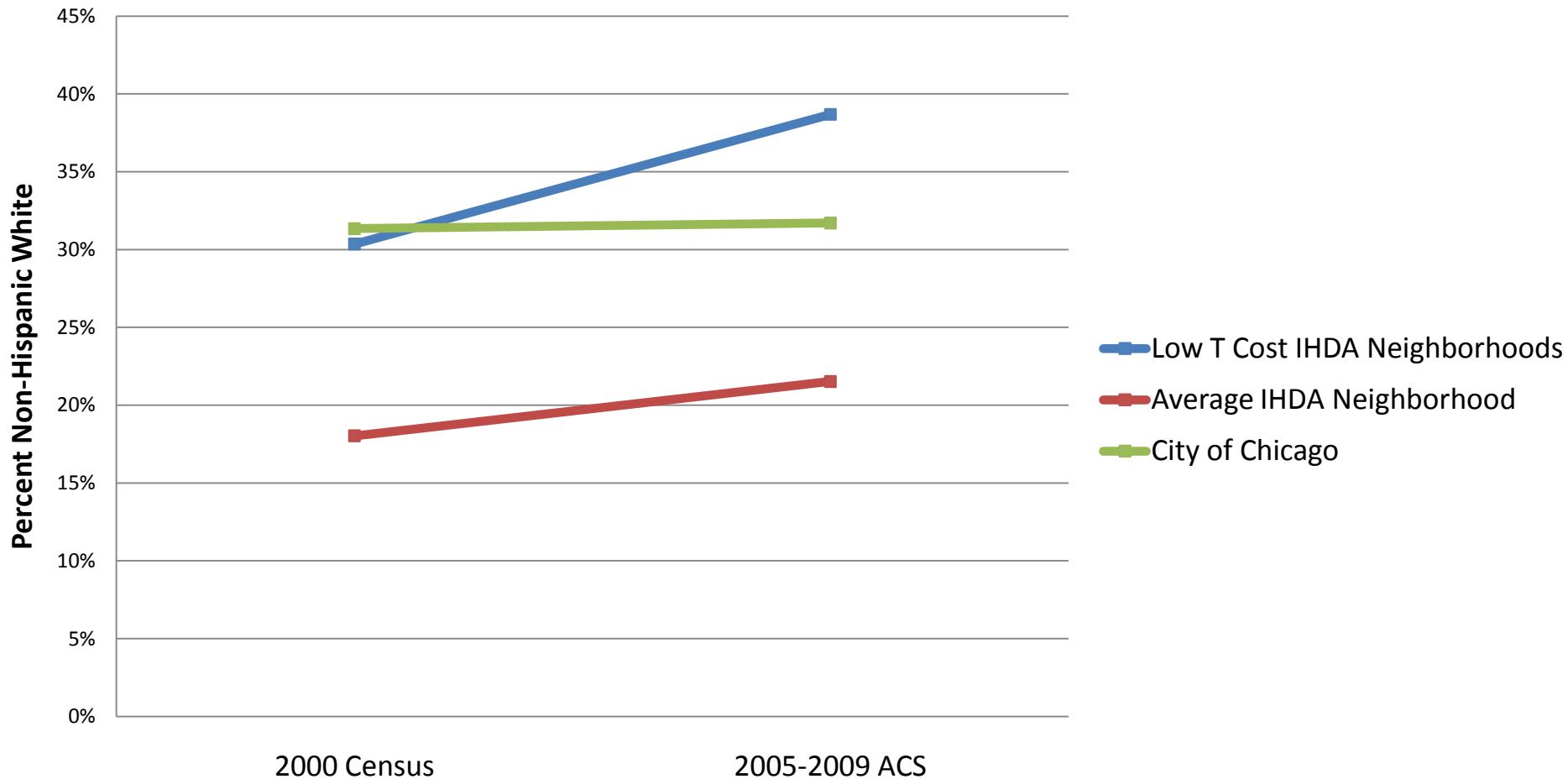
IHDA Developments in Chicago Housing Authority Opportunity Community Areas



- Of 40 opportunity communities identified by the CHA, only five have added IHDA-financed family housing in the period
- 2/3 of units produced in the city during the study period are located in QCTs

# T Costs and Diversity

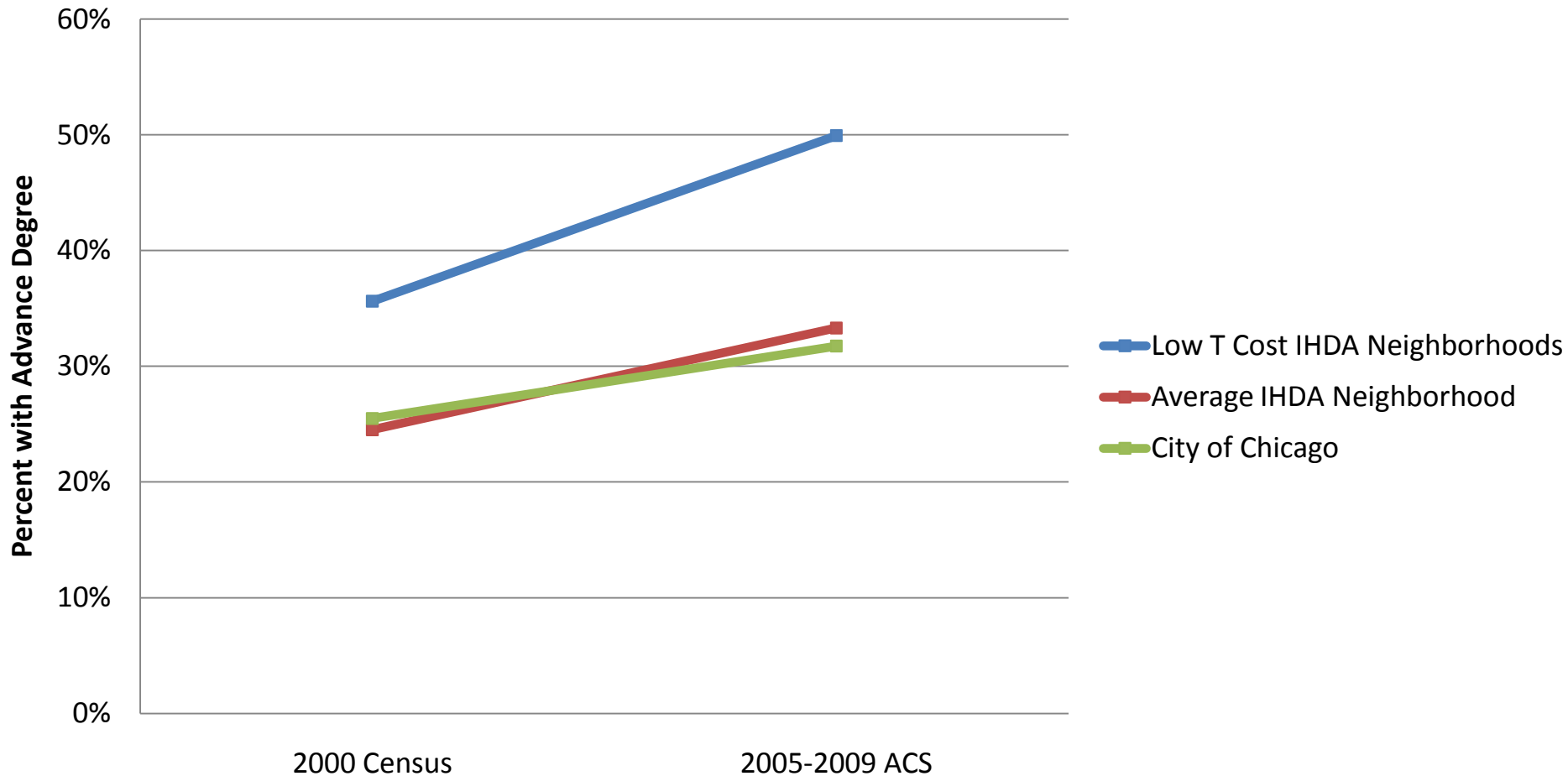
**Average Percent of Population Non-Hispanic White**





# T Costs and Education

**Average Percent of Population with Advanced Degree**







<b>Development Name</b>	<b>Casa Morelos</b>	<b>Ogden Manor</b>	<b>Westline Apartments</b>
<b>Location</b>	<b>Pilsen Neighborhood</b>	<b>Naperville</b>	<b>Hanover Park</b>
<b>Family Units</b>	<b>41</b>	<b>24</b>	<b>265</b>
<b>Average Annual Transportation Cost at 80% AMI</b>	<b>\$7,094</b>	<b>\$8,846</b>	<b>\$10,233</b>
<b>Median Income</b>	<b>\$27,361</b>	<b>\$49,798</b>	<b>\$48,625</b>
<b>Transit Commute Share</b>	<b>23%</b>	<b>11%</b>	<b>6%</b>
<b>Average Car Ownership</b>	<b>1.0</b>	<b>1.5</b>	<b>2.0</b>
<b>VMT</b>	<b>9,786</b>	<b>13,389</b>	<b>17,686</b>
<b>Transit Connectivity Score</b>	<b>4,468</b>	<b>180</b>	<b>106</b>
<b>Average Block Size (acres)</b>	<b>1.9</b>	<b>5.3</b>	<b>8.2</b>
<b>Jobs earning &lt;\$3,333 per month within 10 miles</b>	<b>495,894</b>	<b>107,446</b>	<b>95,861</b>
<b>Jobs earning &lt;\$3,333 per month within 5 miles</b>	<b>318,563</b>	<b>47,607</b>	<b>25,062</b>

# Key Takeaways

- **New tools like the H+T Index and LED website can inform affordable housing policy and investment**
- **Because of multiple priorities and the complexity of affordable housing development, these tools must be used with care**

Matthew Sussman  
msussman@cnt.org

Center for Neighborhood Technology  
2125 W. North Avenue  
Chicago, IL 60647

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