



GoTriangle  
Planning & Legislative Committee  
August 25, 2021 2:00 pm  
Eastern Time

*Based on NC Safer At Home executive orders in response to COVID-19, the GoTriangle Planning & Legislative Committee will meet remotely on Wednesday, August 25, 2021.*

*Click here to: Join Webex Meeting  
Meeting Number / Access code: 171 485 3127 #  
Password: 1234  
Or dial: +1 415-655-0003*

**I. Call to Order and Adoption of Agenda**

*(1 minute Will Allen III)*

ACTION REQUESTED: Adopt agenda.

**II. Draft Minutes**

*(1 minute Michelle Dawson)*

ACTION REQUESTED: Approve minutes.

**A. May 26, 2021**

**B. June 23, 2021**

**III. GTCR Affordable Housing Study**

*(30 minutes Jay Heikes)*

*John Hodges-Copple, Metropolitan Planning Director, Triangle J Council of Governments*

*Erika Brown, Housing Program Manager, Triangle J Council of Governments*

**Presentation**

**Executive Summary**

**IV. Adjournment**

*(Will Allen III)*

**GoTriangle Board of Trustees**  
**Planning & Legislative Committee Meeting Minutes**  
**May 26, 2021**  
Held Remotely via Webex

**Committee Members Present:**

Will Allen III, Chair  
Brenda Howerton

Sig Hutchinson

**Committee Members Absent:**

Michael Fox

Renée Price (excused)

**Other Board Members Present:**

Michael Parker

Committee Chair Will Allen III called the meeting to order at 1:44 p.m.

**I. Adoption of Agenda**

**Action:** On motion by Hutchinson and second by Howerton the agenda was adopted.

**II. Approval of Minutes**

**Action:** On motion by Howerton and second by Hutchinson the minutes of the March 24, 2021, meeting were approved.

**Action:** Upon vote by roll call, the two prior motions were carried unanimously.

**III. Transit Plan Updates**

Meg Scully offered background on the on-going efforts to update the Durham and Orange County Transit Plans. She introduced those leading the update efforts for the two counties: Caroline Dwyer, consultant for Orange County, and Tom Altieri of Orange County planning staff and Ellen Beckmann, Durham County Transportation Manager and Aaron Cain, DHCH MPO Planning Manager.

**A. Orange Transit Plan Update**

Carolyn Dwyer’s presentation is attached and hereby made a part of these minutes. She stated the update process is in the second phase to present two conceptual scenarios to leadership boards and committees. She said transit service providers also will have opportunity to provide feedback before conducting public outreach. All feedback received will be used to create one balanced scenario by October.

Sig Hutchinson asked for more detail on the scenarios. Dwyer responded that the scenarios have not been released, but shared that one scenario is

more focused on routes with higher ridership and in higher ridership transit corridors and the other provides wider geographic coverage to increase access to transit. She added that there is significant overlap within the two scenarios; both focus on providing inter-county connections between Durham and Orange and improving service frequency along those commuter routes.

**B. Durham Transit Plan Update**

The Durham County Transit Plan update presentation is attached and hereby made a part of these minutes.

Ellen Beckmann stated this is the largest revision of the transit plan since its adoption in 2011, initiated by the cancelation of the D-O LRT project. The update will consider local transit needs along with regional connections to replace the purpose of the D-O LRT project for service to Orange County and ways to connect to Wake County including the commuter rail project. Also included in the update is a governance study that will help develop a new ILA, create new and/or updated polices that reflect the new projects in the plan, facilitate better regional coordination with Orange and Wake counties and provide a stronger oversight and accountability structure.

Beckmann said the update process is about halfway complete, with the options developed using feedback received during public outreach. The options will be released for public engagement in June, with a final plan adopted late this year.

She reviewed the feedback receiving during the first outreach phase:

- Greater frequency, more 15-minute service
- Improved bus stops
- Increased sidewalk access
- Crosstown service
- More transit access to jobs
- Commuter rail

Beckmann noted that there were sight differences in responses from the engagement ambassador sessions and the online survey:

- Investments in paratransit service was most important
- Street maintenance/road quality
- Wheelchair and stroller access at bus stops and on buses
- Service running later at night, all-day and weekends

Aaron Cain stated that more frequent service, improvements to bus stops and service later at night were incorporated into all three of the options;

however, the options vary in ways that give people an opportunity to weigh in on what they like better. He emphasized that people will not be asked to choose one option but rather what they like best about each of the options. He said it is expected that the final preferred option will be a mix of the three options.

Cain added that there are a number of already committed projects including bus routes and capital and administrative projects. He said these projects account for approximately half of the \$1 billion expected to be generated over the next 20 years in tax revenues. Cain noted that all the options are fiscally feasible.

**Option A**

- Focus on local and regional bus operations with increased frequency, extended hours and capital expenditures to support service.
- Highest level of sidewalk access and paratransit service improvements.
- Most services implemented in first five years.
- Most projects locally funded and less complex.

**Option B**

- Focus on local and regional bus infrastructure improvements.
- Bus Rapid Transit implementation in FY32 with faster and more efficient service for local and regional buses, dedicated lanes and improved regional connections to Chapel Hill and RTP. This will require federal funding and regional partnerships.
- Some sidewalk access and paratransit service improvements.
- Fewer service improvements and later implementation than in Option A.

**Option C**

- Includes commuter rail with rapid, dependable service to Wake (and possibly Johnston) County. Major Durham destinations also will be served with implementation in FY29. This will require federal funding and regional partnerships.
- Some paratransit service improvements and fewer sidewalk access projects.
- Fewer service improvements and later implementation than in Options A and B.

Cain said following public outreach over the next month, a preferred option will be presented in late summer.

Allen stated his surprise that only one option includes commuter rail. Cain responded that it does not reflect the importance of the project, rather an attempt to create options that provide a contrast for the public to be able to provide feedback.

Beckmann pointed out that Durham is faced with the task of replacing the function the D-O LRT project served within Durham and as a connection to Orange County. She said Durham County has to figure out how to balance connections to Orange and Wake counties as well as within Durham County. She also noted limited funding.

Parker commented that in Durham and Orange counties the half cent sales tax is inadequate to meet the legitimate transit needs both counties have. He said without more money both counties will be forced to make sub-optimal choices.

#### **IV. Policy Framework for Use of Wake Transit Funds to Acquire Real Property**

Gary Tober stated that GoTriangle owns five parcels in Wake County along the proposed commuter rail line. He said in order to retain ownership of those properties which were purchased with an FTA contribution, GoTriangle had to reimburse FTA. Wake Transit funds were used for the reimbursement and a policy was proposed to outline rules and expectations for use of Wake Transit tax funds for the acquisition, utilization and disposition of real property.

Tober introduced Wake Transit program manager Bret Martin to present the policy framework. His presentation is attached and hereby made a part of these minutes.

Martin reviewed the proposed policy framework:

- Purpose
- Applicability
- Submission of Information for Consideration of Funding Real Property Acquisition
- Real Property Inventory and Utilization Plan
- Real Property Disposal Methods
- Further Methods of Institutionalization

He restated the purpose for the policy is to clarify requirements and responsibilities of project sponsors and lead agencies for:

- Submission of information for TPAC review of requests,
- Maintaining and reporting certain information for applicable real property,
- Methods allowed for disposal and use of applicable proceeds, and

- Methods for incorporating tenets of policy framework into program-level processes for transit plan implementation.

The policy does not apply to the acquisition of personal property, real property leasing, or the acquisition of easements or other nonpossessory interests. Wake Transit funds used to acquire any individual parcel, or combination of contiguous parcels, that exceed an area of 0.10 acre and have an assessed or appraised value of greater than \$50,000 are subject to the policy. Property acquired for street side bus stops or bus transfer point infrastructure is exempt from the policy framework if the property is less than 0.50 acre and has a value of no more than \$75,000.

Martin added that in the event federal and/or state funding is involved with a parcel and there is inconsistency between this policy and state or federal law, the state or federal law shall control.

Martin stated that Part 3 of the policy addresses the information to be submitted by the project sponsor requesting the use of Wake Transit funds for the acquisition of real property:

- Necessity
- Location and size
- Property value(s)
- Funding source(s)
- Title issues
- Environmental issues
- Displacements
- Incidental uses

The TPAC will consider need, cost and location when evaluating requests under this policy.

Project sponsors approved for funding under this policy must prepare, and update at least annually, a real property inventory and utilization plan for all real property acquired.

Finally the policy addresses disposal methods, which is required within three years of determining the property has no remaining eligible use:

- Sell and reimburse Wake Capital Fund
- Offset within same distinct wake Transit-funded project
- Sell and keep net proceed in open project
- Transfer property to other eligible project
- Retain title with buyout

Tober stated that this policy is consistent with FTA requirements.

**Action:** On motion by Howerton and second by Hutchinson the Committee recommended Board approval of the Policy Framework for Use of Wake Transit Funds to Acquire Real Property. The motion was carried unanimously.

**V. Adjournment**

**Action:** Chair Allen adjourned the meeting at 2:59 p.m.

Prepared by:

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Michelle C. Dawson, CMC  
Clerk to the Board of Trustees

Draft

**GoTriangle Board of Trustees**  
**Planning & Legislative Committee Meeting Minutes**  
**June 23, 2021**  
Held Remotely via Webex

**Committee Members Present:**

Will Allen III, Chair  
Brenda Howerton (arr. 3:28 p.m.)

Sig Hutchinson

**Committee Members Absent:**

Michael Fox

Renée Price (excused)

Committee Chair Will Allen III called the meeting to order at 2:41 p.m. A quorum was not present.

**TJCOG Regional Study**

Charles Lattuca stated that GoTriangle and the Triangle J Council of Governments (TJCOG) are jointly applying for a federal RAISE grant through FTA to pull together all the regional plans together related to transportation, housing and land use. He introduced Lee Worsley, TJCOG Executive Director.

Worsley stated this region has grown significantly in the last 30 years, but is poised for even more growth that we cannot comprehend right now. He said that brings about challenges but also the opportunity to think about a connected region. He introduced John Hodges-Copple from TJCOG and Katharine Eggleston from GoTriangle to present the proposal, which is attached and hereby made a part of these minutes.

Eggleston shared background on the region and discussed its complexities and planning challenges with two MPOs, seven transit systems, three counties, numerous surrounding counties, over 40 municipalities, and several major anchor institutions with substantial sway over transportation, development, and housing policy decisions and the financial resources that support those decisions. The region has grown from a population of one million in 1992 to 2 million in 2020 and is projected to reach 3 million by 2045, comparable to the metropolitan populations today in Denver, Salt Lake City, San Diego, Seattle-Tacoma and Minneapolis-St. Paul.

Eggleston stated that rapidly growing regions that are successful in major multi-jurisdictional efforts have a strong foundation for regional cooperation and recognize the needs and goals of individual jurisdictions while considering the connected nature of the region as a whole. She said in the Triangle there are three separate county transit plans that are aware of each other and are part of the joint MTP, but have not been truly integrated. She added that the various jurisdictions also have their own land use plans. The region's first and to-date only regional development plan was created in the 1960s,



the RTR Development Guide which called for good fusion of town and county and designed to prepare the three county region of 540,000 people for a time when it would be home to 1 million people. In 1999, when the three counties' population totaled 1 million, the Regional Principles Project outlined eight key principles, designed to help local communities and regional organizations make the transition from a pattern of suburban development to something that would include compact mixed use and transit-focused neighborhoods and activity centers.

A discussion was held in March with the cities and counties in the commuter rail corridor and that the idea of a connected regional plan was of interest. There is support for pursuing a project that would develop a regional vision for transit and housing, informed by the region's anticipated rapid growth. It should include active transportation and regional greenways. The discussion should include more partners.

Hodges-Copple provided an outline of the "connected region guide" project (name for the purposes of the grant application only):

#### Inputs

- *Committed regional partnership* – includes funding partners to provide the 20% match to the federal RAISE grant; practitioner groups in housing, transit & active transportation and land use & development; and engagement partners like RTA as the business voice and anchor institutions such as our universities and RTP
- *Common foundation for action* – bring together all the recent and ongoing planning efforts and studies; a peer region scan for best practices for regional visioning and corridor vision; and a guide to federal and state planning and programming for transit & active transportation and housing affordability for legislation, rules and funding sources
- *Equitable engagement strategy* – including feedback from recent engagement efforts, build on recent ambassador engagement efforts, rely on practitioners (skilled professionals), and use data and research such as the 2020 census

#### Outcomes

- *Connected region sustainable development & mobility principles* – to help define the vision
- *The connected region vision* – organized around "multi-value places" (MVP) corridors which stretch across three or more counties where integrated roadway, transitway and greenway concepts can be implemented and land use, economic development and affordable housing strategies used with focus on connecting REINVEST (race/ethnicity, income, vehicles, affordable housing status) neighborhoods with key job hubs.
- *Implementation agreement* – commitment of funding partners, and perhaps local governments and individual anchor institutions, to the regional vision; creation of

regional housing and transit innovation lab and/or a regional town hall; followed by an annual status report or report card.

Howerton arrived; a quorum is now present.

Hodges-Copple noted that this region struggles with the lack of a supportive state partner. He suggested a regional vision could influence more state support.

Lattuca commented that he senses excitement from folks for this project and more people and organizations and businesses will be brought into the process. He said the grant is due July 12<sup>th</sup> and decisions should be made by November.

Hutchinson asked how the plan would be funded if the grant application is not successful. Lattuca stated that institutional partners will be approached and there will be a backup plan for funding.

#### **Adjournment**

**Action:** Chair Allen adjourned the meeting at 3:38 p.m.

Prepared by:

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Michelle C. Dawson, CMC  
Clerk to the Board of Trustees

## MEMORANDUM

**TO:** GoTriangle Planning and Legislative Committee  
**FROM:** Planning and Capital Development  
**DATE:** August 11, 2021  
**SUBJECT:** **Greater Triangle Commuter Rail Affordable Housing Study**

### Strategic Objective or Initiative Supported

3.4 Encourage/promote location of affordable housing, job opportunities and public facilities accessible by transit

### Action Requested

Staff requests that the Committee receive a presentation on the Affordable Housing report.

### Background and Purpose

Staff from Triangle J Council of Governments (TJCOG) will deliver a presentation of the report's findings, including existing Affordable Housing proximate to the Greater Triangle Commuter Rail project and opportunities to support additional Affordable Housing near proposed rail stations.

As part of the second phase of the Greater Triangle Commuter Rail Feasibility Study, staff and consultants are assessing the non-monetary costs and benefits of the project to help support informed decision-making regarding the project. TJCOG is analyzing Affordable Housing, travel markets, and development patterns and plans along the rail corridor to better understand the opportunities the project creates and provide insight into the communities that the project would affect. Each topic will include a detailed report, executive summary, in addition to easy-to-read materials intended for the general public. All materials will be available on the website, [www.readyforrailnc.com](http://www.readyforrailnc.com). The Affordable Housing report is the first of these reports.

Key take-aways from the Affordable Housing report include the following:

- A majority of residents in Wake, Durham, and Johnston counties spend more than half of their incomes on housing and transportation, above the federal benchmark of 45%.
- There are over 6,000 legally-binding, affordability-restricted (LBAR) homes along the rail corridor. This is 27% of all LBAR homes within Durham, Wake, and Johnston counties.
- The corridor includes 22,000 multi-family naturally occurring affordable homes (NOAH).
- Current plans for affordable housing would double the number of LBAR homes within ½ mile of a proposed station, and there are opportunities for additional Affordable Homes.

## Financial Impact

None

## Attachments

Draft Presentation

Executive Summary

## Staff Contact(s)

- Jay Heikes, Senior Transportation Planner, 919-314-8741, [jheikes@gotriangle.org](mailto:jheikes@gotriangle.org)
- Katharine Eggleston, CDO, 919-485-7564, [keggleston@gotriangle.org](mailto:keggleston@gotriangle.org)



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# Close to Home

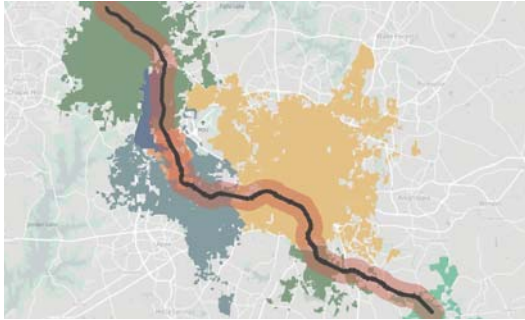
An Affordable Housing Analysis  
of the Greater Triangle Commuter Rail Corridor



Triangle J Council of Governments  
June 2021

## Two Types of Rail Corridor Technical Analysis: Service Analysis and Opportunity Analysis

### Service Analysis: What Will It Take To Build?



- Staff work by STV Consultant Team
- What can happen **within** the corridor
- Capital Investments: track, structures, maintenance facilities, vehicles, etc.
- Service Patterns – stops, schedule, etc.
- Capital and Operating Costs
- Ridership
- Operational & Environmental Considerations

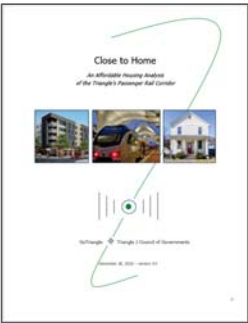
### Opportunity Analysis: What Will We Get If We Build?



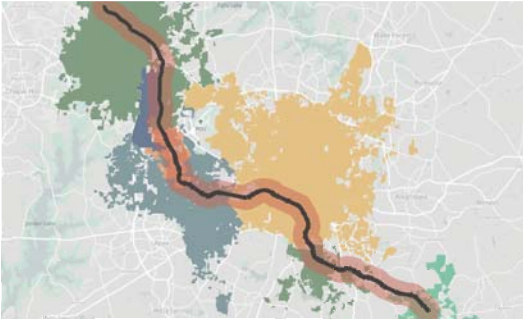
- Staff work by TJCOG and HR&A
- What can happen **along** the corridor
- Affordable Housing (TJCOG)
- Travel Markets (TJCOG)
- Land Use (TJCOG)
- Economic Impact (HR&A)

# Opportunity Analysis Framework: Region-Corridor-Station Study Areas

## Affordable Housing Analysis



## Travel Market Analysis



## Land Use Analysis



- Passenger Rail Transit Project Development

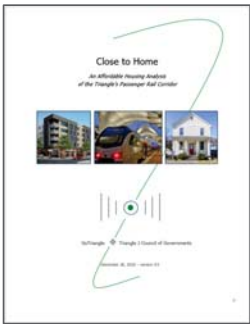
- 2050 Metropolitan Transportation Plan



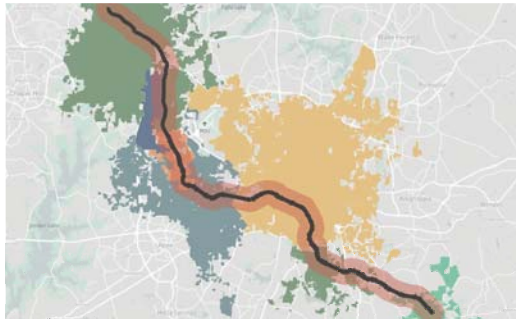
## Opportunity Analysis

# Opportunity Analysis Framework: Region-Corridor-Study Areas

## Affordable Housing Analysis



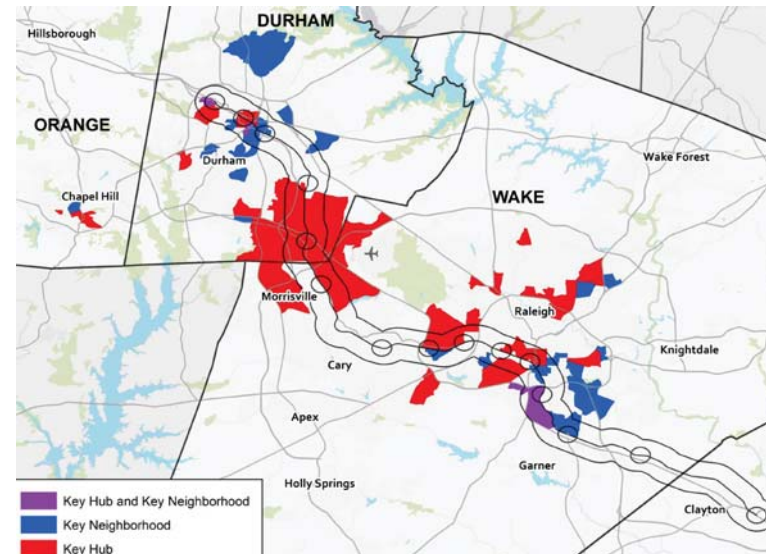
## Travel Market Analysis



## Land Use Analysis



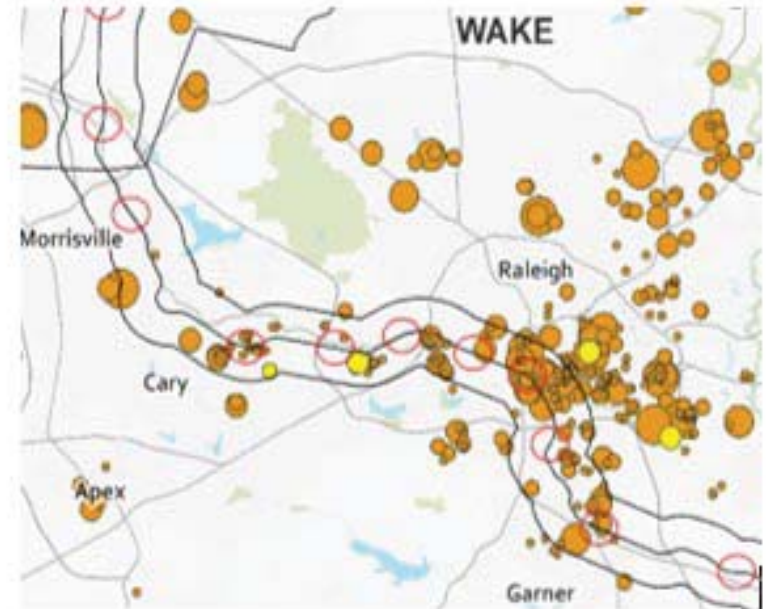
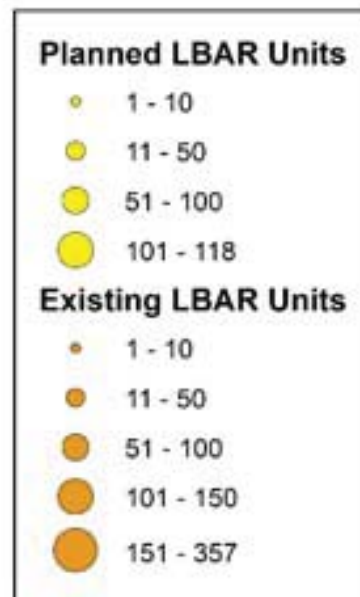
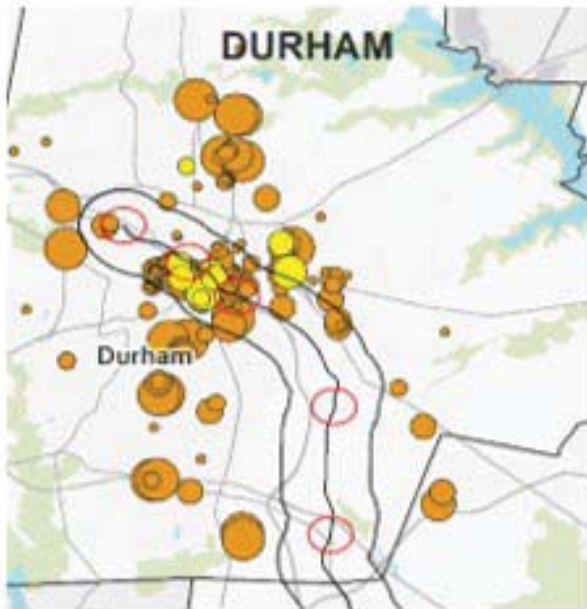
- ❖ Although each analysis stands on its own, there are important relationships:
  - ❑ Affordable housing – both existing and potential – is an important **land use**
  - ❑ Linking concentrated locations of affordable housing to job hubs are key **travel markets** →





## Opportunity Analysis Framework: Region-Corridor-Station Study Areas

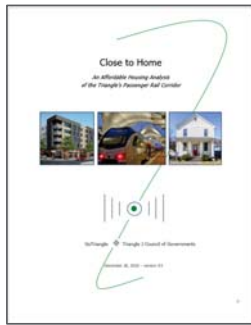
- ❖ The analysis focuses on three areas:
  - ❑ A four-county region through which the rail corridor passes (Johnston, Wake, Durham, Orange)
  - ❑ The “rail corridor:” an area within one-mile of the railroad tracks for the planned initial investment
  - ❑ “Station study areas:” ½-mile radius circles at 15 locations initially looked at for station feasibility



*Existing and Planned Legally Binding Affordability Restricted (LBAR) Housing*

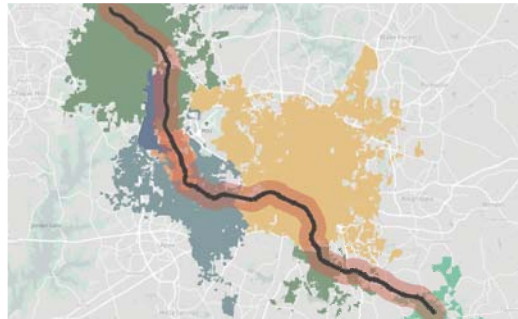
## Passenger Rail Corridor Analysis: Region-Corridor-Station Study Areas

### Affordable Housing Analysis



- Key Metrics
- Existing types and locations: legally-binding/affordability-restricted & naturally occurring affordable housing
- Planned additional affordable housing
- FTA CIG scoring calculation
- Opportunity sites & segments

### Travel Market Analysis



- Where workers live
- Where residents work
- Connecting Workers to Jobs
- Emphasized areas:
  - Travel *to* Key Hubs
  - Travel *from* Key Neighborhoods
    - Race/Ethnicity
    - Income
    - Vehicle availability
    - Affordable Housing

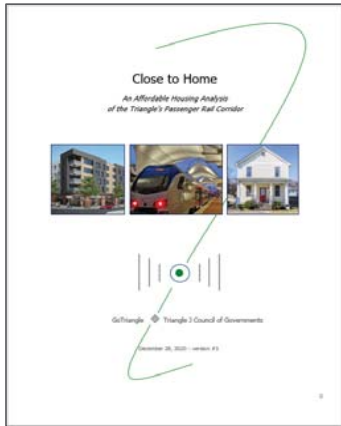
### Land Use Analysis



- Place types & development status
- Existing population & jobs
- Capacity for added jobs and residents
- Emphasized topics:
  - Anchor Institutions
  - HR&A Market Analysis Results
  - Community ROW setbacks
  - FTA Joint Development



## Passenger Rail Corridor Analysis: Key Terms for Housing Data Sources

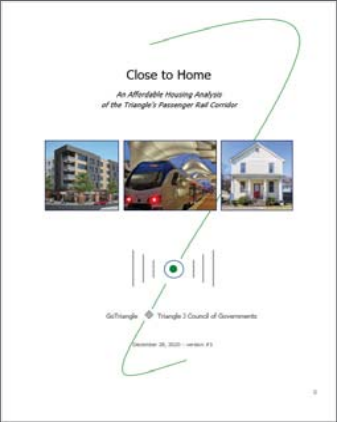


- **Key Terms**

- **LBAR housing:** single family homes and apartments with legally binding agreements to keep the housing affordable for a set period of time, sometimes permanently.
- **NOAH housing:** housing in the private market that is affordable due to its age, size, location and condition. For this report, only NOAH apartments are evaluated.
- **Future LBAR housing:** sites that can be reasonably forecast to have a specific number of affordable units in the future due to adopted plans or funding awards.
- **LBAR Opportunity Sites:** Land that is owned by a public agency or institutional partner that does not have plans for LBAR housing, but where the characteristics of the site and proximity to the rail line indicate LBAR housing could be feasible. Useful for developing “what if” scenarios.



# Passenger Rail Corridor Analysis: Housing Analysis

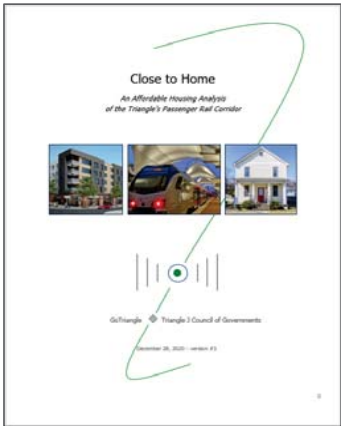


- **Key Metrics**
- Existing types and locations:
  - legally-binding/affordable-restricted
  - naturally occurring affordable housing

## Affordable Housing

The diagram illustrates two affordability metrics. The top row shows a house icon plus a lightbulb icon, followed by a less-than-or-equal-to symbol and a one-dollar bill with "30%" written on it. The bottom row shows a plus sign plus a blue SUV icon, followed by a less-than-or-equal-to symbol and another one-dollar bill with "45%" written on it. Below the diagrams is the text: "Mortgage or rent + utilities is less than 30% of household income... ...adding transportation costs is less than 45% of household income".

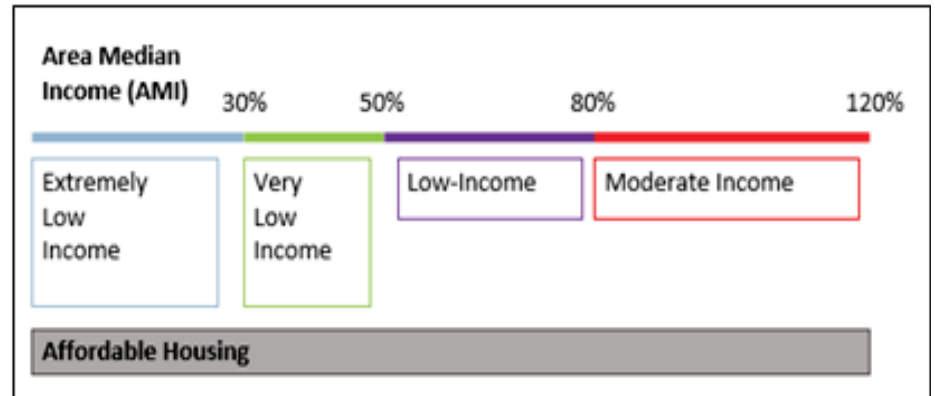
# Passenger Rail Corridor Analysis: Key Metrics – Income Limits & Affordable Rents



- **Key Metrics (Durham-Chapel Hill HUD Metro Area)**

**2021 HUD Income Limits for Durham-Chapel Hill MSA**

Area Median Income	Household Size			
	1-person	2-person	3-person	4-person
30% of AMI	18,150	20,750	23,350	25,900
50% of AMI	30,250	34,600	38,900	43,200
80% of AMI	48,400	55,300	62,200	69,100

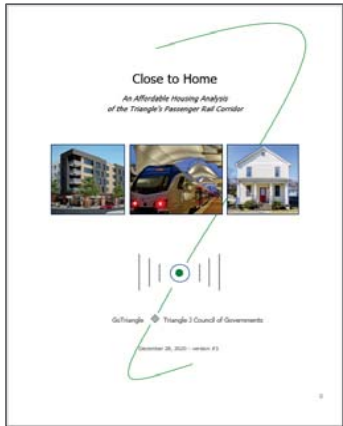


**2021 HUD Income Limits for Durham-Chapel Hill MSA**

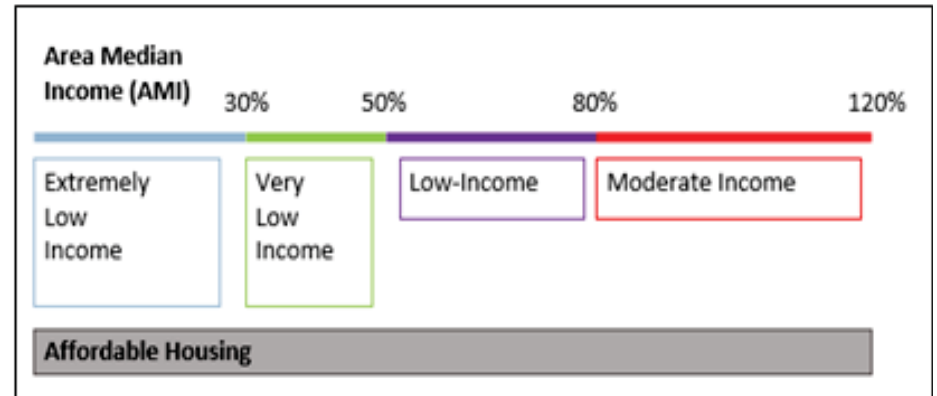
**Affordable Rent + Utilities (\$) 30% of Gross Monthly Household Income**

Area Median Income	Household Size			
	1-person	2-person	3-person	4-person
30% of AMI	454	519	584	648
50% of AMI	756	865	973	1,080
80% of AMI	1,210	1,383	1,555	1,728

# Passenger Rail Corridor Analysis: Key Metrics – Income Limits & Affordable Rents



- **Key Metrics (Raleigh MSA)**



**2021 HUD  
Income Limits  
for Raleigh MSA**

Area Median Income	Household Size			
	1-person	2-person	3-person	4-person
30% of AMI	20,100	23,000	25,850	28,700
50% of AMI	33,500	38,300	43,100	47,850
80% of AMI	53,600	61,250	68,900	76,550

**Affordable Rent + Utilities (\$)  
30% of Gross Monthly Household Income**




**2021 HUD  
Income Limits  
for Raleigh MSA**

Area Median Income	Household Size			
	1-person	2-person	3-person	4-person
30% of AMI	503	575	646	718
50% of AMI	838	958	1,078	1,196
80% of AMI	1,340	1,531	1,723	1,914

# Passenger Rail Corridor Analysis: Housing Analysis

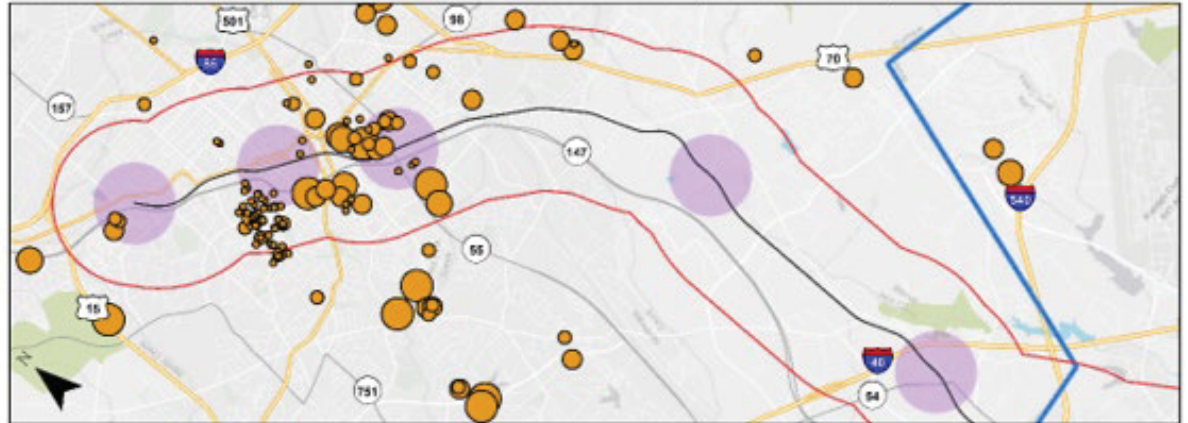
- Existing types and locations:
  - legally-binding/affordable-restricted
  - naturally occurring affordable housing

County	LBAR Units CRT Corridor	% of County LBAR in Corridor
Durham	2,758	37% (of 7,425)
Johnston	202	8% (of 2,446)
Wake	3,321	25% (of 13,211)
<b>TOTAL</b>	<b>6,177</b>	<b>27% (of 23,082)</b>

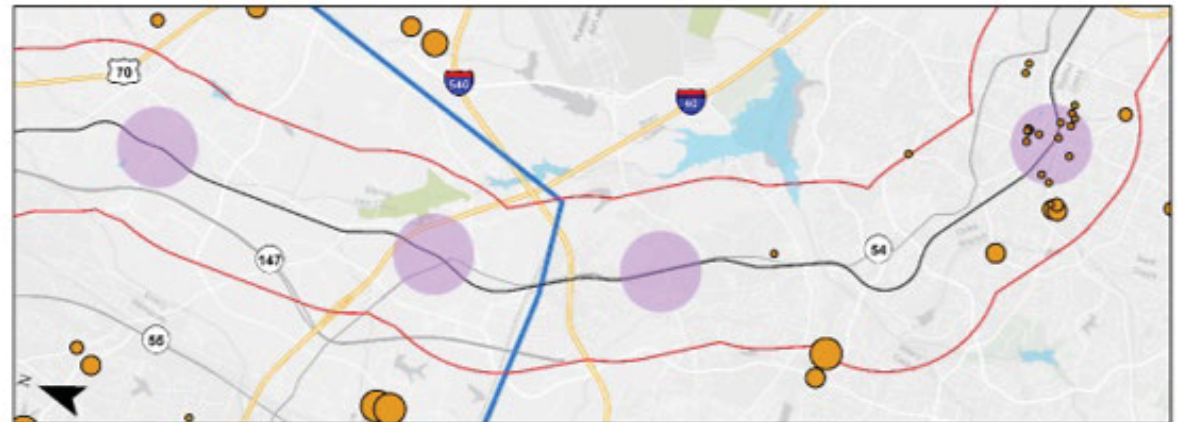
-  Rail corridor boundary
-  1/2 mile radius station study area
-  LBAR housing developments



Stations (left-to-right): W. Durham, Downtown Durham, East Durham, Ellis Rd, RTP






Stations (left-to-right): Ellis Rd, RTP, Morrisville, Downtown Cary



# Passenger Rail Corridor Analysis: Housing Analysis

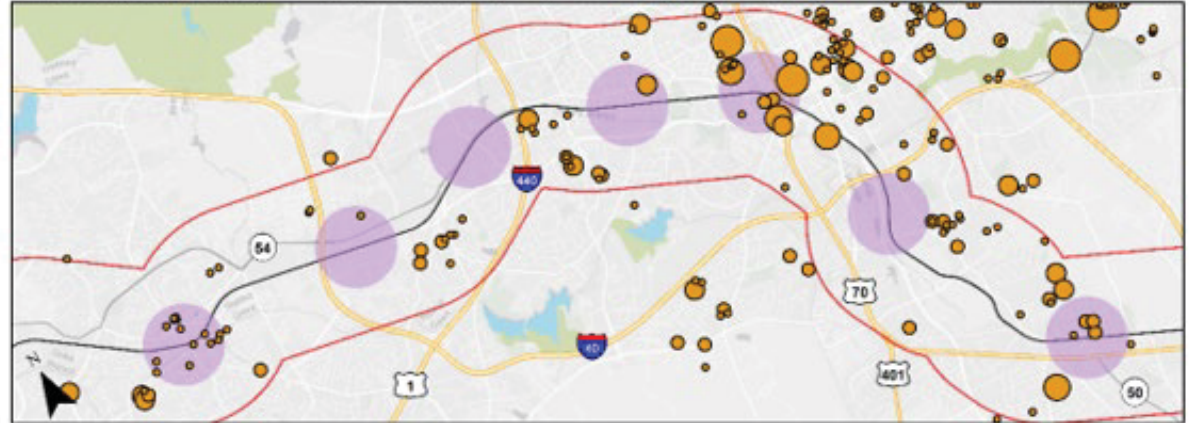
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Wake	3,321	25% (of 13,211)
<b>TOTAL</b>	<b>6,177</b>	<b>27% (of 23,082)</b>

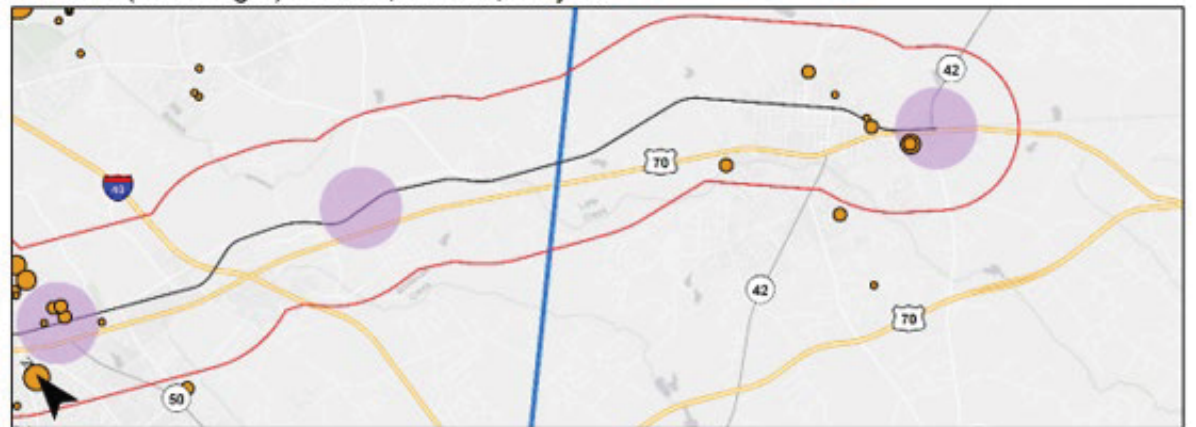
-  Rail corridor boundary
-  1/2 mile radius station study area
-  LBAR housing developments



Stations (left-to-right): DT Cary, Corp Center Dr, Blue Ridge Rd, NCSU, DT Raleigh, Hammond, Garner



Stations (left-to-right): Garner, Auburn, Clayton








# Passenger Rail Corridor Analysis: Housing Analysis

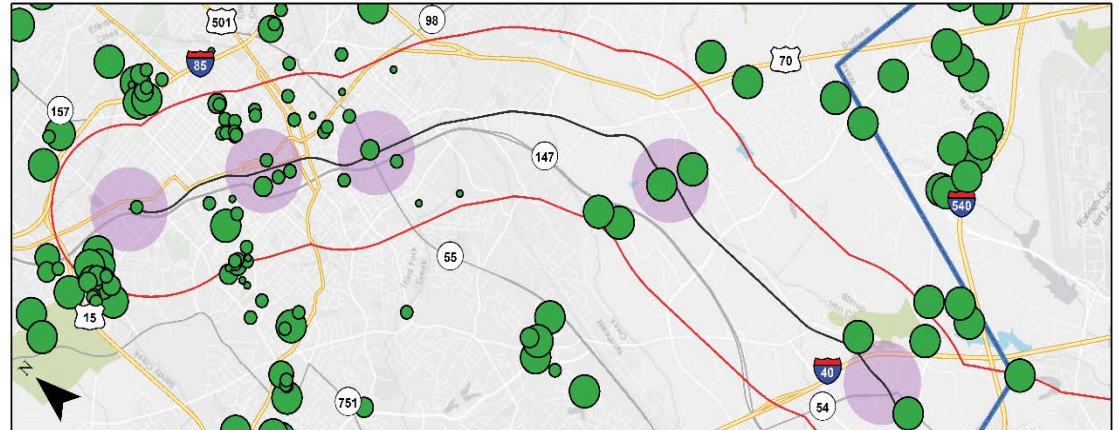
- Existing types and locations:  
- naturally occurring affordable housing (multi-family)

County	NOAH Units CRT Corridor	Total NOAH Units	% of County NOAH in Corridor
Durham	5,648	30,607	19%
Johnston	976	2,188	45%
Wake	15,420	88,591	17%
<b>TOTAL</b>	<b>22,044</b>	<b>121,386</b>	<b>18%</b>

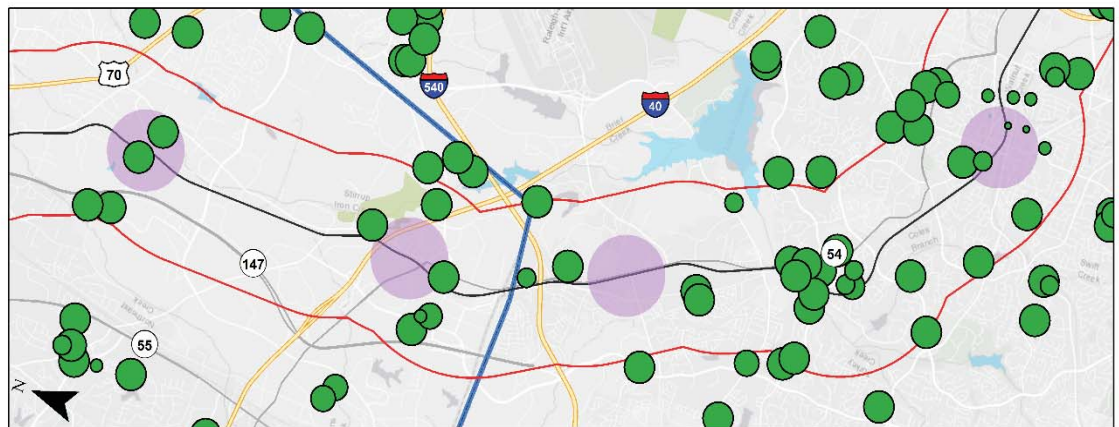
-  Rail corridor boundary
-  1/2 mile radius station study area
-  NOAH housing developments



Stations (left-to-right): W. Durham, Downtown Durham, East Durham, Ellis Rd, RTP






Stations (left-to-right): Ellis Rd, RTP, Morrisville, Downtown Cary



# Passenger Rail Corridor Analysis: Housing Analysis

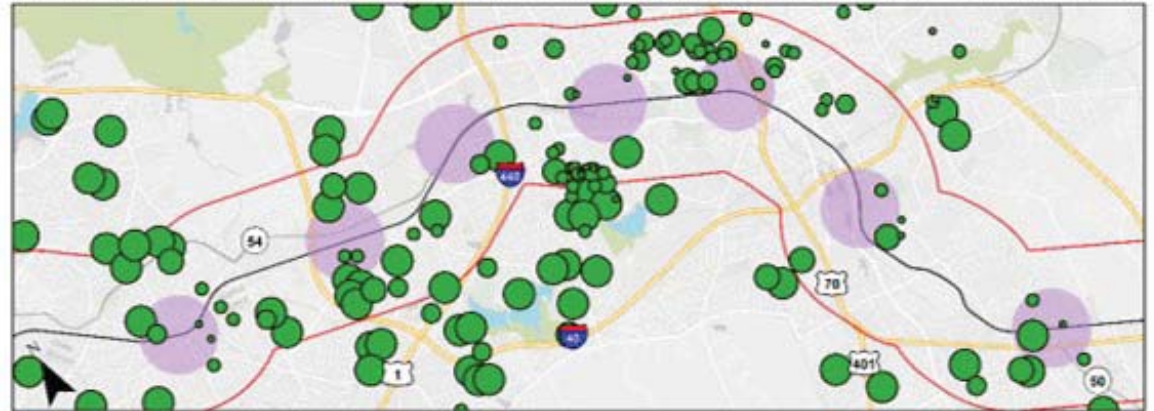
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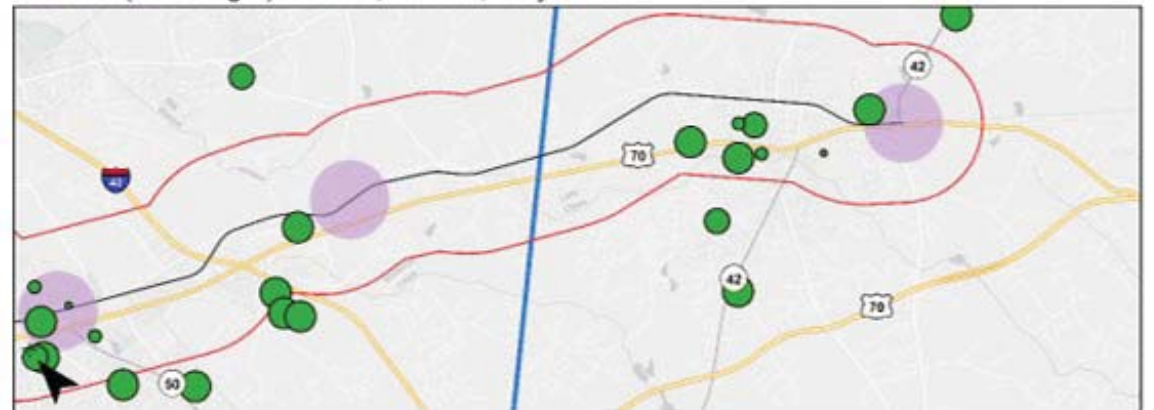
-  Rail corridor boundary
-  1/2 mile radius station study area
-  NOAH housing developments



Stations (left-to-right): DT Cary, Corp Center Dr, Blue Ridge Rd, NCSU, DT Raleigh, Hammond, Garner

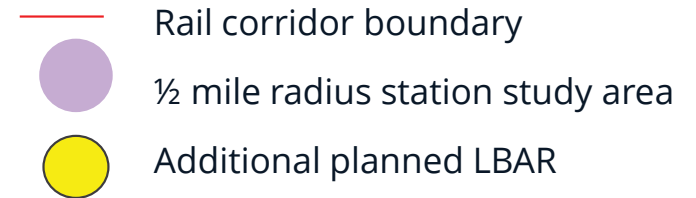


Stations (left-to-right): Garner, Auburn, Clayton

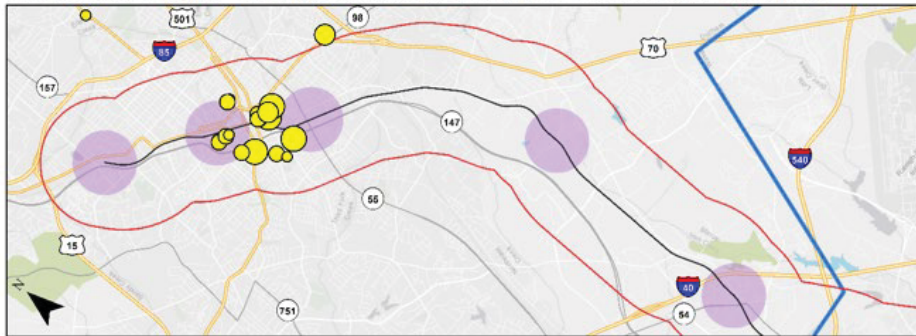


# Passenger Rail Corridor Analysis: Housing Analysis

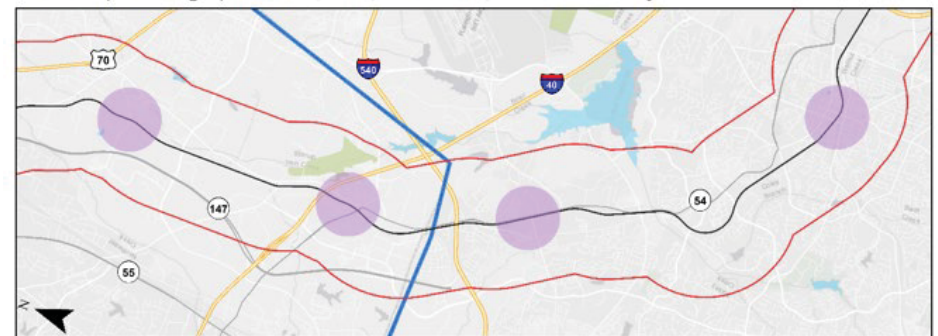
- **Planned additional LBAR** including LIHTC and Durham Housing Authority Downtown redevelopment sites



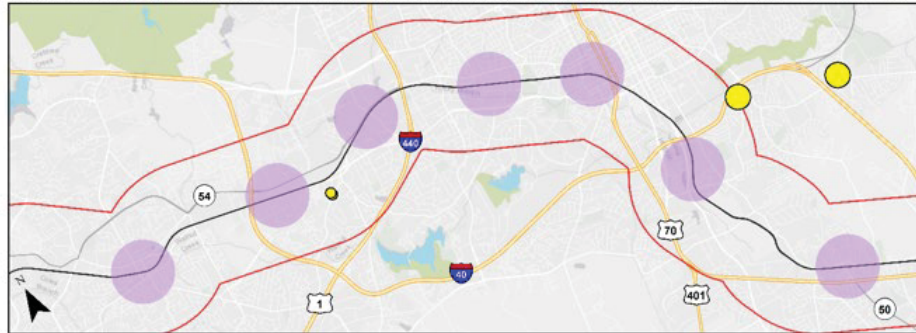
Stations (left-to-right): W. Durham, Downtown Durham, East Durham, Ellis Rd, RTP



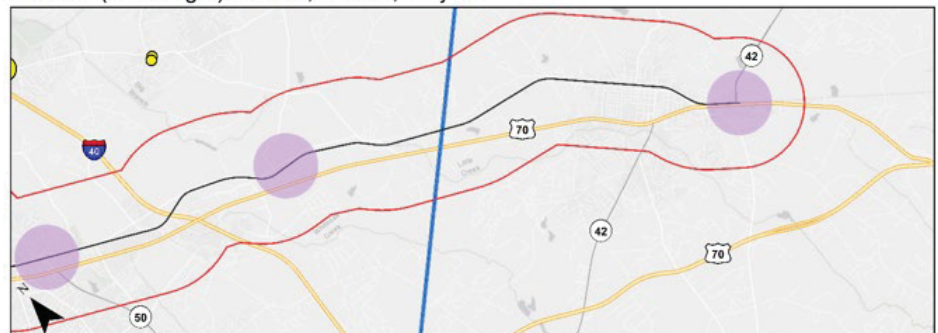
Stations (left-to-right): Ellis Rd, RTP, Morrisville, Downtown Cary



Stations (left-to-right): DT Cary, Corp Center Dr, Blue Ridge Rd, NCSU, DT Raleigh, Hammond, Garner



Stations (left-to-right): Garner, Auburn, Clayton



# Passenger Rail Corridor Analysis: Federal Transit Administration Scoring Calculations

The existing proposed project would receive a score of **2.29 (medium-high)** rating on a scale of low to high, for the affordable housing land use effects rating criteria.

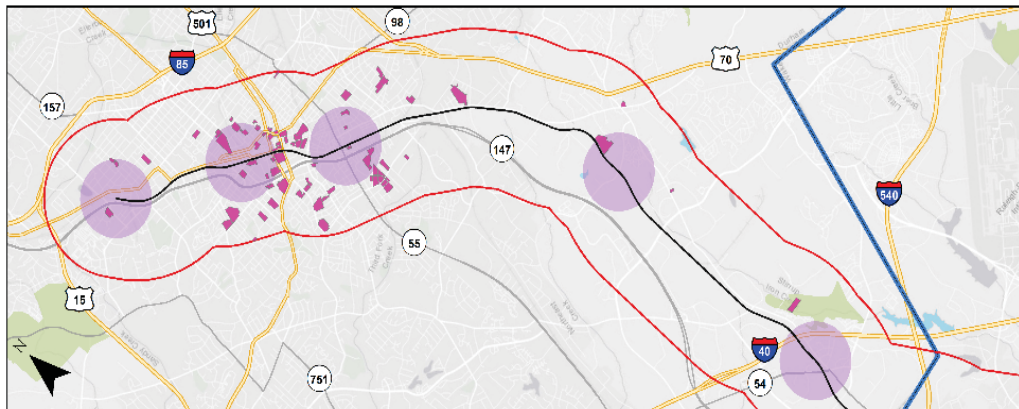
Rating	Proportion of LBAR housing in CRT Corridor Compared to the Proportion in Counties Along CRT Corridor
High	>2.50
<b>Medium-High</b>	<b>2.25 - 2.49</b>
Medium	1.50 - 2.24
Medium-Low	1.10 - 1.49
Low	<1.10

Proportion of LBAR to Total Units in Station Areas				Proportion of LBAR to Total Units in County Overall			
County	LBAR Units within Station Study Areas	Units within Station Study Areas	% LBAR/ Units in Station Areas	Total LBAR Units within County	Total Units within County	% LBAR/Total Units in County	Proportion LBAR in Station Areas/County Overall
Durham	801	8,710	9.20%	7,425	141,796	5.24%	1.76
Johnston	104	1,140	9.12%	2,446	84,151	2.91%	3.14
Wake	743	11,232	6.62%	13,211	448,931	2.94%	2.25
<b>TOTAL</b>	<b>1,648</b>	<b>21,082</b>	<b>7.82%</b>	<b>23,082</b>	<b>674,878</b>	<b>3.42%</b>	<b>2.29</b>

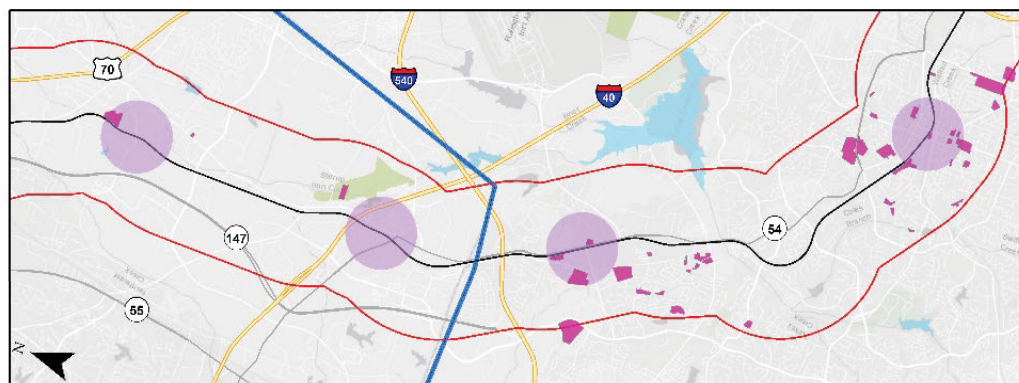
# Passenger Rail Corridor Analysis: Opportunity Sites

*Opportunity sites* are publicly-owned parcels that could be worthy locations for affordable housing based on their characteristics and proximity to the rail line.






Stations (left-to-right): W. Durham, Downtown Durham, East Durham, Ellis Rd, RTP



Stations (left-to-right): Ellis Rd, RTP, Morrisville, Downtown Cary



**Map Symbols:**

-  Railroad track alignment
-  Corridor boundary (1 mile from tracks)
-  Station Study Area (1/2 mile radius circle)
-  County boundary
-  Potential Opportunity Site

1. Ownership Status	
Category/Criteria	Score
Local Government, School Board, Housing Authority	1
<i>GIS field: OWNSCOR</i>	

2. Parcel Size	
Category/Criteria	Score
Greater than 1.0 acres	1
<i>GIS field: PARSZSCOR</i>	

3. Flood Zone	
Category/Criteria	Score
Center of parcel in Zone AE, A, or shaded X	1
<i>GIS field: FLOODSCOR</i>	

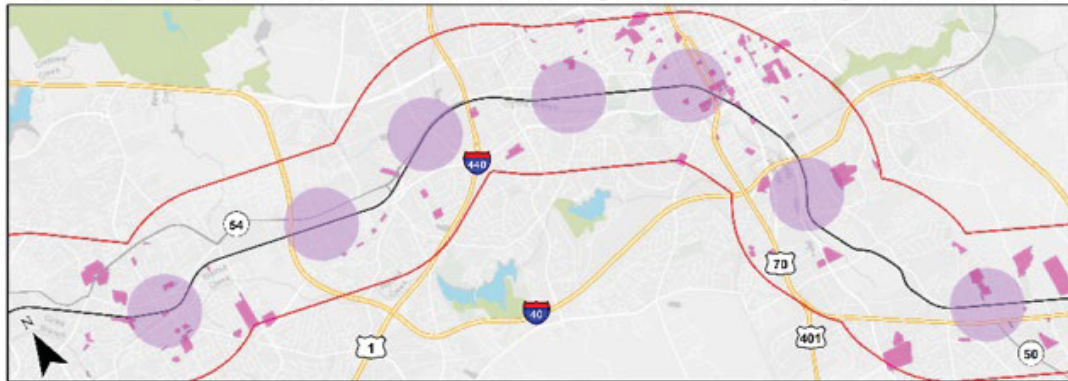
4. Parks and Open Space	
Category/Criteria	Score
Not park or open space	1
<i>GIS field: PARKSCOR</i>	

5. Parcel Shape	
Category/Criteria	Score
Parcel shape factor <= 35	1
<i>GIS field: PARSHPCOR</i>	
<i>Parcel shape factor = (Parcel perimeter<sup>2</sup>/Area)</i>	

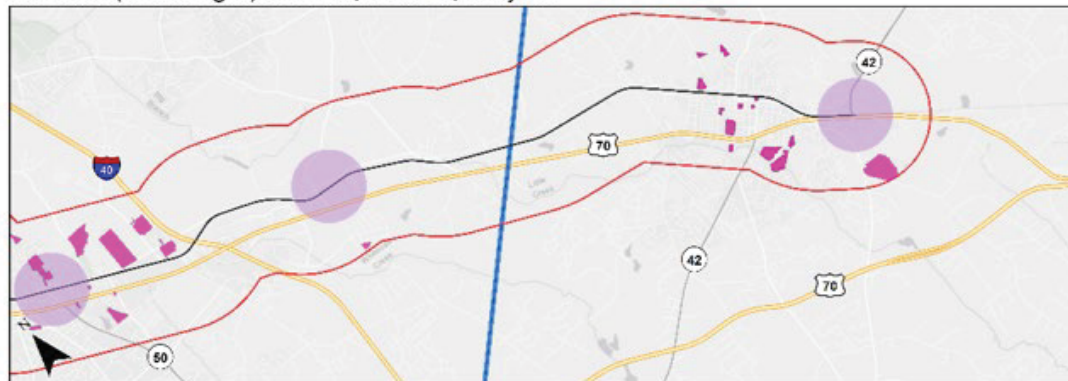
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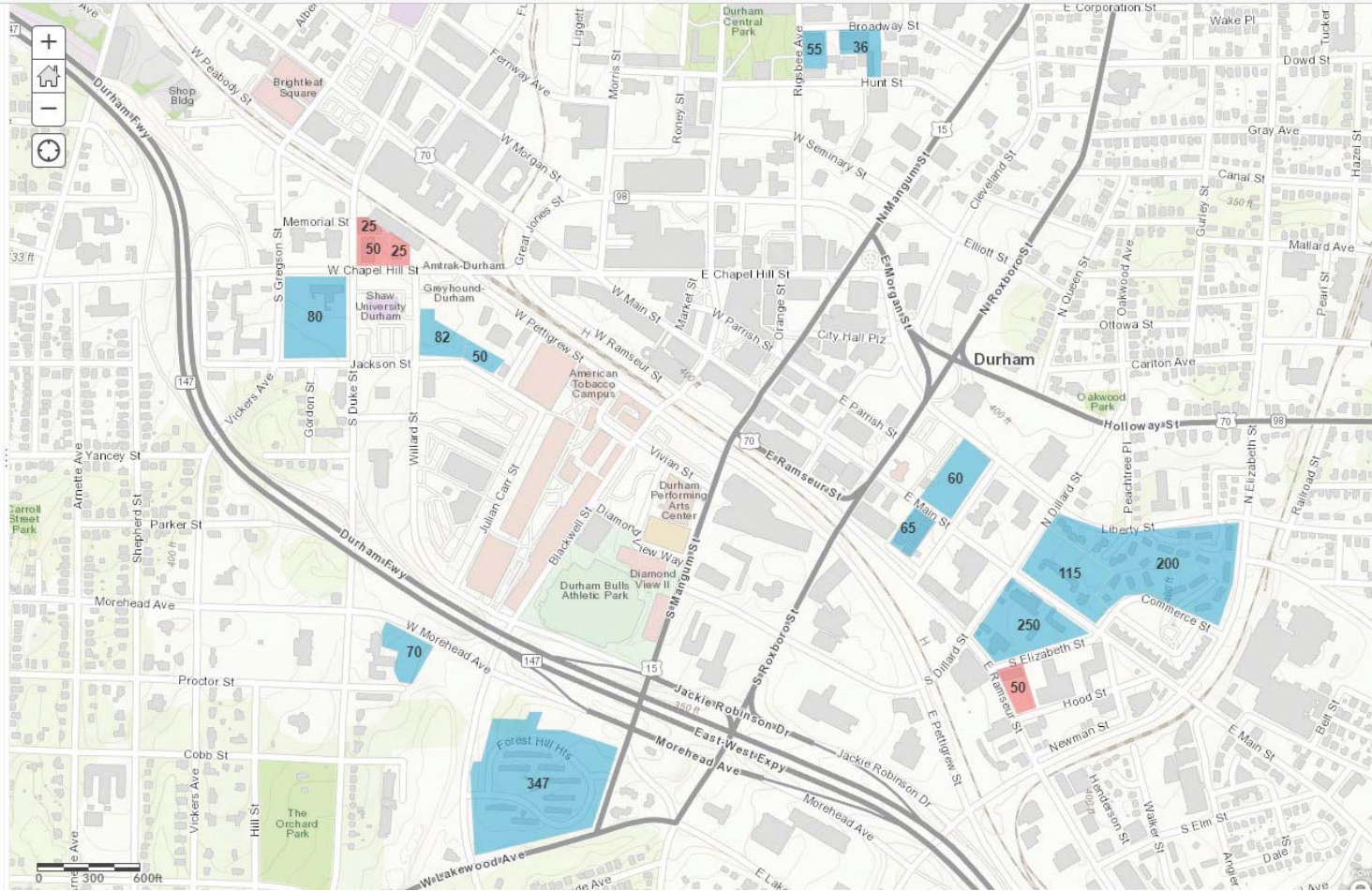
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<i>Parcel shape factor = (Parcel perimeter<sup>2</sup>/Area)</i>	

# Passenger Rail Corridor Analysis: Opportunity Sites

Opportunity sites cover over 1,500 acres in the corridor, suggesting the potential for more affordable housing:



- Wake: 1,065 acres
- Durham: 336 acres
- Johnston: 162 acres

-- This example from Durham shows how mapping can enable "what-ifing" as housing discussions evolve. The example here is from one of the 2050 Metro Transportation Plan scenarios.



# Passenger Rail Corridor Analysis: Housing Analysis

*Opportunity segments* are places along the corridor where additional stations could be considered, based on the amount and location of existing and planned affordable housing. Two locations, one in Morrisville and one in central Clayton may warrant consideration based on initial observations.

-  Rail corridor boundary
-  1/2 mile radius station study area
-  Potential opportunity segments

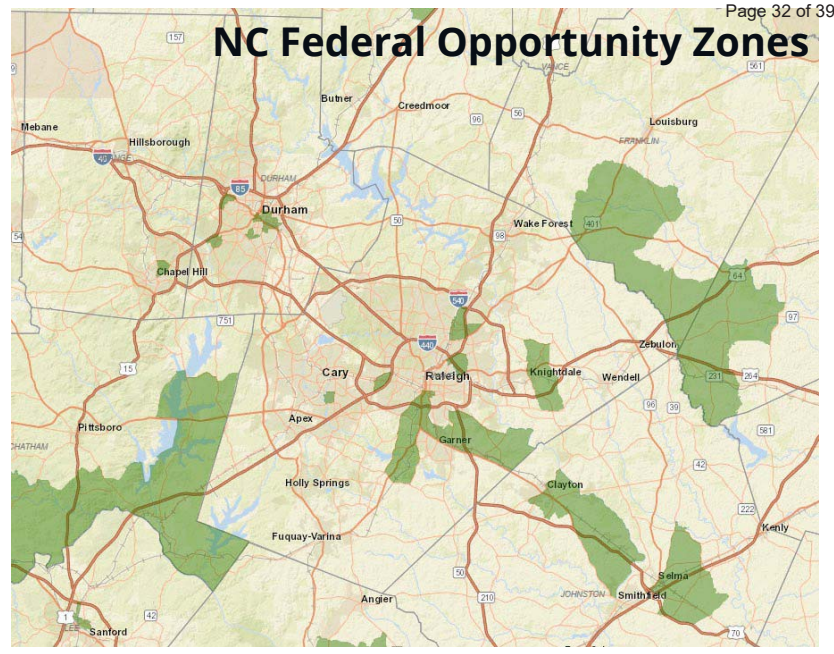
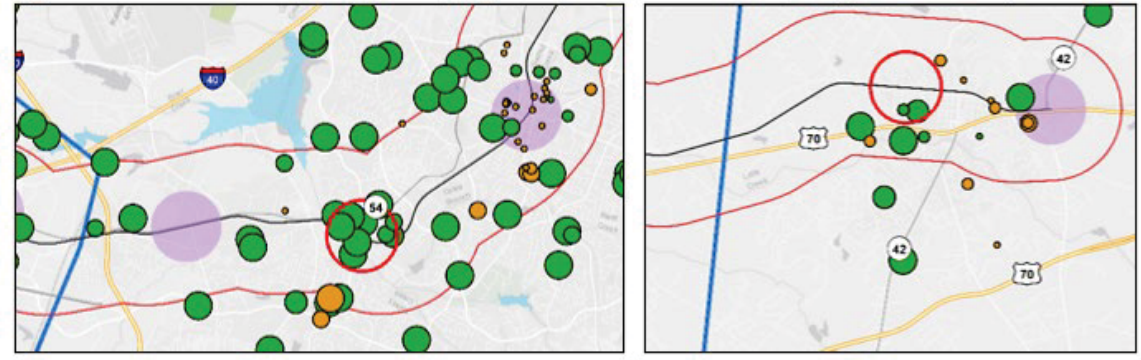


Figure 9: Morrisville and Clayton Opportunity Segments (Green are NOAH units; Orange are LBAR units)

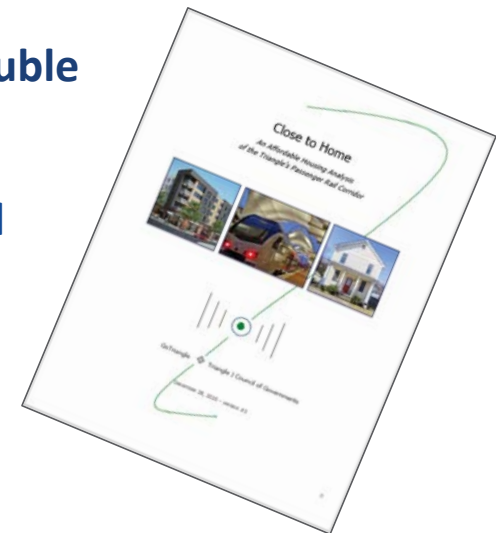


CRT Segment	NOAH Units	LBAR Units
Morrisville	2,547	0
Clayton	179	0
<b>TOTAL</b>	<b>2,726</b>	<b>0</b>



## Affordable Housing Analysis Key Take-Aways

1. There are over 6,000 units of **legally-binding, affordability restricted (LBAR)** housing along the rail corridor, especially in Wake & Durham Counties, which can be linked to major job hubs by CRT
2. There are about 22,000 units of **multi-family naturally occurring affordable housing (NOAH)** along the rail corridor, including a large percentage of Johnston County multi-family NOAH units
3. Local Government and Housing Authority **plans and LIHTC awards can double the number of LBAR affordable housing units within station study areas**
4. Existing **affordable housing would earn a “medium-high” score in federal funding competition**; planned affordable housing could raise this score
5. Based on a “first pass” analysis, **there may be opportunities for more affordable housing using public and anchor institution land** along the rail corridor, should communities and partners wish to pursue this option
6. Safe and seamless **“first-mile/last-mile” connections are important** to serve affordable housing



## Policy Implications

The housing analysis was *descriptive*, not *prescriptive*, but the evidence suggests the following policy issues might be worth considering:

- ❖ Involving institutional landowners, including GoTriangle, Cities, Counties, Housing Authorities, and Universities in maximizing housing options within the corridor.
- ❖ Ensuring seamless bus connections that can serve as both regular routes with independent utility and “last mile” feeder services.
- ❖ Engaging anchor institutions, including those directly served by rail, in steps they can take to optimize job access.
- ❖ Understanding how current facilities and further investments in sidewalks, bike facilities and other “micro-mobility” efforts would link affordable housing to passenger rail service.



## Future Work

- ❖ Continue to monitor and report changes in LBAR and NOAH Housing
- ❖ Incorporate LBAR housing in defining key neighborhoods for the Travel Market Analysis
- ❖ Incorporate both existing affordable housing and housing opportunity sites in the corridor Land Use Analysis
- ❖ Leverage the expertise of Triangle J COG's Housing Practitioners Group to develop and pursue housing policy priorities along the corridor if the CRT investment is made
- ❖ Pursue a regional vision that explicitly links major transit investments with affordable housing strategies along major regional corridors, including this Greater Triangle Commuter Rail corridor



## Available Resources

- ❖ A detailed *Affordable Housing Opportunity Report*
- ❖ A four-page *Executive Summary* (both print and web versions)
- ❖ PowerPoint Presentation
- ❖ More detailed mapping, by corridor segment

-- all materials will be available at [ReadyForRailNC.com](http://ReadyForRailNC.com) --

# Close to Home

## *An Affordable Housing Analysis of the Triangle's Passenger Rail Corridor Executive Summary*



The Triangle Region is considering a passenger rail investment that initially could connect West Durham, Central Durham, East Durham, the Research Triangle Park, Morrisville, Cary, NC State University, West Raleigh, Central Raleigh, Southeast Raleigh, Garner and Clayton in Johnston County. Later investments might extend service to Orange County on the west and farther into Johnston County on the east. Part of this effort is analyzing opportunities along the corridor: for affordable housing, for guiding land use, for serving travel markets and for influencing economic development.

This Executive Summary highlights findings from an analysis of rail corridor affordable housing. The full report:

- Defines affordable housing and its two main types: housing that is affordable due to legally binding commitments and housing that is currently affordable due to its characteristics and market conditions.
- Summarizes the connection between housing affordability and transit access.
- Provides a detailed analysis of:
  - Legally-binding affordability restricted housing, both existing and planned
  - Other multifamily (apartment) housing that is currently affordable due to its age, condition or location
  - How the corridor would rate for affordable housing under federal transit project funding evaluation
  - Publicly-owned sites where future affordable housing could be feasible
- Identifies locations on the corridor where additional stops might benefit residents of affordable housing.
- Indicates performance measures we can track and steps we can take to work together in the Triangle Region to preserve and create affordable housing.

Aligning commuter rail investments with affordable housing decisions can provide residents in both permanently protected and naturally occurring affordable housing fast, reliable access to jobs, education and important community services. But it will likely take a sustained, collaborative effort to do so.

This housing analysis focused on two types of places:

- The “rail corridor,” defined as one mile on either side of the railroad tracks, and
- “Station study areas,” circles with a half-mile radius around a point that represents a likely location for a stop.

### The Big Picture

Housing is usually a household’s largest expense. Transportation is typically second. So addressing housing and transit together is a pocketbook issue for households, a workforce access issue for employers, and an equity issue for communities. A good rule of thumb is that if a household can limit its combined housing, utility and transportation costs to 45% of its income, it has money left for life’s other necessities.

### Legally-Binding Affordability-Restricted (LBAR) Housing

There are 6,200 units of LBAR housing in the corridor, 27% of all the LBAR units in Wake, Durham and Johnston Counties. Durham especially has a concentration of LBAR units in the corridor -- 37% of the county’s total. LBAR means the housing is for those who meet income thresholds, and is a critical component of housing for people with incomes well below the Area Median Income (AMI). About 1,700 LBAR units are within the initial 15 station study areas. In addition to the existing units, at least another 1,000 units of LBAR housing are planned in the station study areas alone.

### Naturally Occurring Affordable Housing (NOAH)

There are about 22,000 market-rate apartments within the rail corridor that are affordable to households making 80% or less of the Area Median Income (AMI), the rule-of-thumb used to define the upper end of the affordable housing range. NOAH units are more prevalent than LBAR units, especially in Johnston County, but they are also more at risk, as their rents are set based on market conditions. Working to preserve existing NOAH units, and to remove barriers to increasing its supply, can be cost-effective strategies.

*The Affordable Housing Opportunity Analysis was conducted by Erika Brown of the Triangle J Council of Governments and is the first of three evaluations accompanying the commuter rail service analysis of the NC Railroad Corridor between West Durham and Clayton. The other two evaluations address travel markets and land use.*

### Opportunity Sites for Additional Affordable Housing

In a fast-growing region like the Triangle, we can’t just rely on the affordable housing we have today, but will need to preserve and create affordable housing to serve the place we will become. An initial examination of publicly owned land within the rail corridor indicates that around 1,500 acres of land controlled by the public sector might be suitable for additional affordable housing. In certain cases, a special federal process called “Joint Development,” might help offset some of the costs of building new affordable housing at rail stations.

### How the Corridor’s Affordable Housing Stacks Up in the Competition for Federal Funds

The rail project will require federal funding and part of the criteria for federal support is the amount of legally binding affordable housing near rail stations. The project would score well based on existing LBAR housing, earning a Medium-High rating. With future LBAR projects, this rating could increase, especially if communities use some of their opportunity sites to add housing.

### Opportunity Segments Along the Corridor

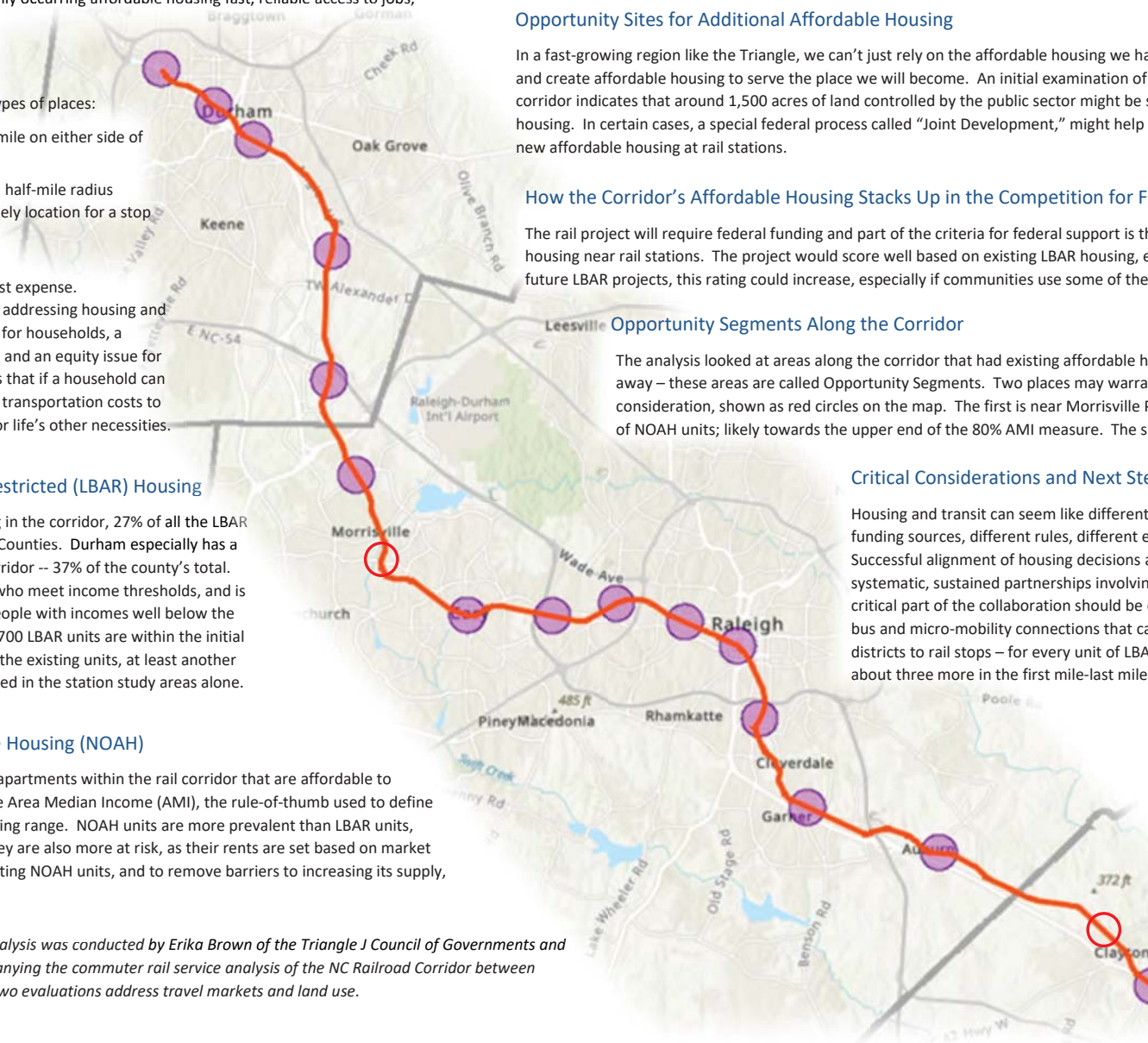
The analysis looked at areas along the corridor that had existing affordable housing, but where stations were far away – these areas are called Opportunity Segments. Two places may warrant more attention for station consideration, shown as red circles on the map. The first is near Morrisville Parkway, where there are large numbers of NOAH units; likely towards the upper end of the 80% AMI measure. The second is around downtown Clayton.

### Critical Considerations and Next Steps

Housing and transit can seem like different worlds: different agencies, different funding sources, different rules, different expertise, different perspectives. Successful alignment of housing decisions and transit investments may require systematic, sustained partnerships involving creative people of good will. And a critical part of the collaboration should be ensuring seamless “first mile-last mile” bus and micro-mobility connections that can link neighborhoods and business districts to rail stops – for every unit of LBAR housing in a station area, there are about three more in the first mile-last mile corridor.

### The Symbols on This Map

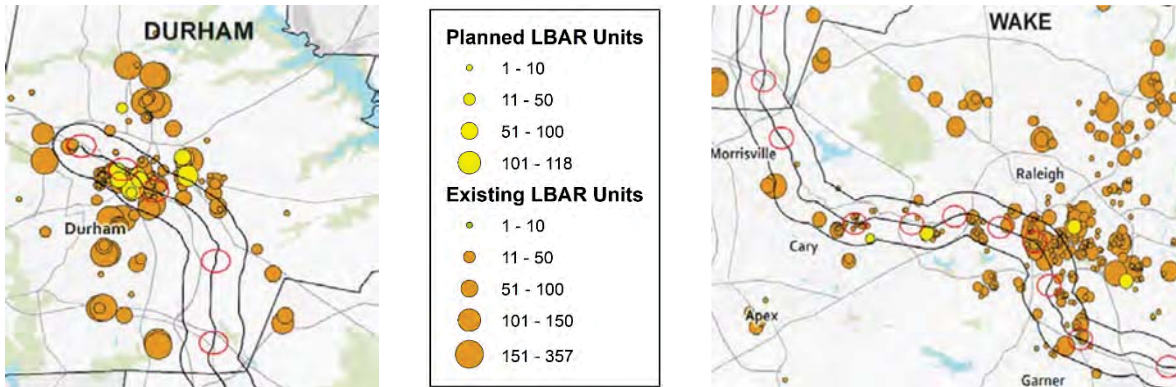
- The existing railroad where initial service is being studied
- Initial Station Study Areas: ½ mile radius circles around stops that are being analyzed
- Opportunity Segments: places where adding and/or shifting stations might serve current affordable housing



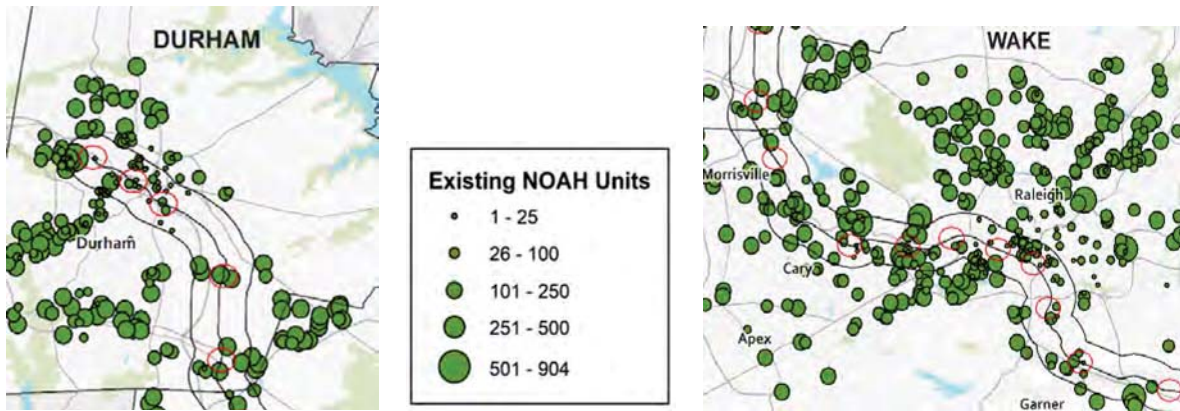
## How to Learn More and Engage in the Project

This Executive Summary includes highlights from a more detailed analysis of affordable housing along the proposed commuter rail service between West Durham and Clayton in Johnston County. Each of the topics addressed in the highlights on the previous page is described in more detail in the full report. The report, along with resources like those shown below in thumbnail images, and opportunities to give your thoughts about the project, are available at <https://goforwardnc.org/project/commuter-rail/>

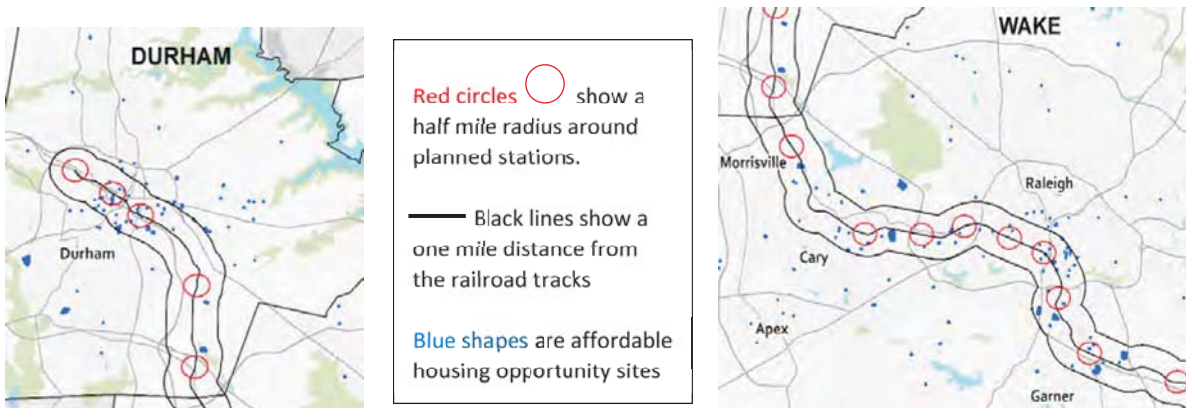
### Existing and Planned Legally Binding Affordability Restricted (LBAR) Housing



### Naturally Occurring Affordable Housing (NOAH) -- apartments



### Affordable Housing Opportunity Sites (publicly owned land where affordable housing is feasible)



This report was prepared by the Triangle J Council of Governments as part of its work to align transportation investments with land use and housing affordability decisions. Contact John Hodges-Copple at [johnhc@tjco.org](mailto:johnhc@tjco.org) with comments and questions.