



HOUSING COORDINATION QUICK GUIDE

INCORPORATING HOUSING INTO THE
LONG RANGE TRANSPORTATION PLANNING PROCESS



APRIL 2023



Introduction

The Infrastructure Investment and Jobs Act (IIJA) includes new language about the coordination of housing and transportation planning at the metropolitan planning organization (MPO) level. While the IIJA language mostly encourages – rather than requires – coordination, it provides an opportunity for MPOs in Florida to consider the relationship between housing and transportation and leverage co-benefits that could be achieved through enhanced coordination.

Florida has a strong history of comprehensive community planning spanning a wide range of interrelated issues. This provides a solid foundation to expand housing coordination to the MPO scale so that where and how people travel better matches where and how they live.

In this Quick Guide you will find:

SECTION 1: Understanding the Connection between Transportation and Housing

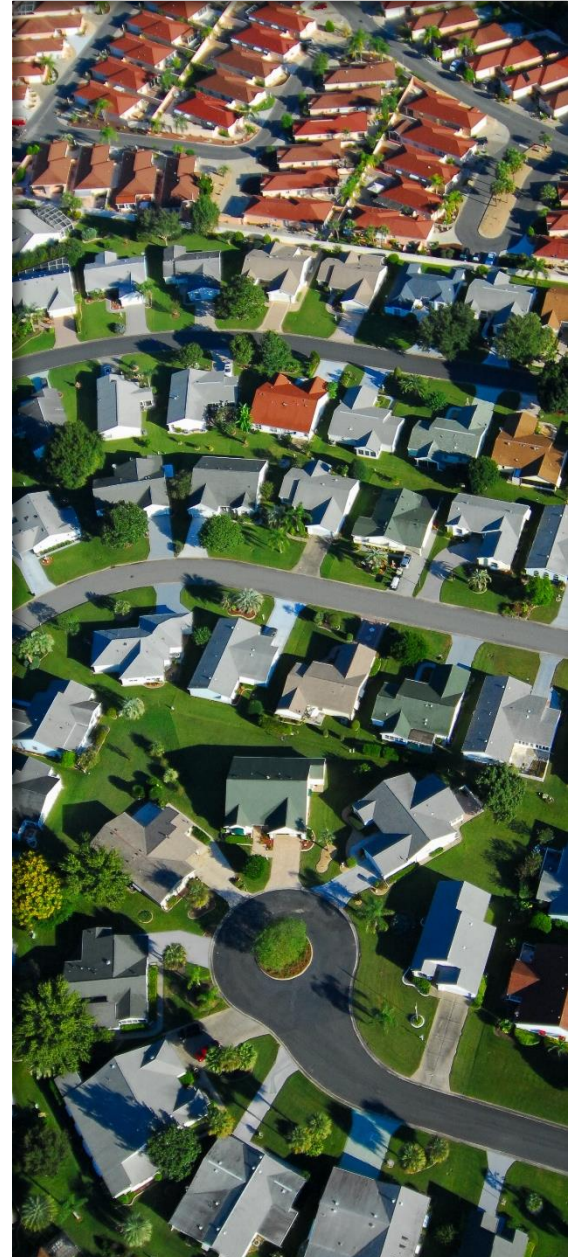
SECTION 2: Reviewing Transportation and Housing Needs in a High-Growth State

SECTION 3: Incorporating State and Federal Housing Priorities into Transportation

SECTION 4: Identifying Opportunities for MPO Collaboration with Communities on Housing and Transportation

SECTION 5: Considering Key Indicators for Housing and Transportation

SECTION 6: Additional Resources



The FDOT Office of Policy Planning developed this Quick Guide to assist MPOs in considering ways to incorporate housing coordination into their transportation planning processes.

At the end of this Quick Guide, a list of resources is provided so MPOs can easily access information regarding the housing planning and development process.



SECTION 1:

Why Is the Housing-Transportation Connection Important?

Most travel ultimately begins and ends at the home. Our transportation patterns are shaped by – and shape – where we build housing, what type of housing we build, and how much housing we build. The interplay of housing and transportation has profound influence on the cost of living, quality of life, public health and safety, access to opportunity, mobility, environmental impacts, and many other aspects of everyday life. Housing, and its relationship to transportation, is a key factor in many of the opportunities and challenges facing Florida’s communities.

In Florida and around the country, housing and transportation decisions are typically made by independent actors at different geographic scales, with minimal coordination between the two. Better coordination will improve the overall outcomes for residents in Florida. This document provides information about ways MPOs can connect housing and transportation decisions, how Federal and state laws support this connection, trends in housing and transportation, and indicators that could be considered when making these decisions.

FLORIDA TRANSPORTATION PLAN GOALS AND THE CONNECTION BETWEEN HOUSING AND TRANSPORTATION

SAFETY AND SECURITY



Living near safe sidewalks and other facilities - especially for children, seniors, and people with disabilities - improves safety and security.

INFRASTRUCTURE



Building housing and transportation in areas that better withstand extreme weather increases resilience.

MOBILITY



Coordinating housing and transportation decisions can enhance travel reliability and reduce congestion.

TRANSPORTATION CHOICES



Appropriate infrastructure (like trails, transit, and sidewalks) connecting where people live and where they travel can reduce commute time and cost.

ECONOMY



As the top-two household costs, housing and transportation are critical factors in maintaining an affordable, vibrant state.

COMMUNITIES



Transportation and housing entities can address the unique needs for the wide array of community types and customer needs across Florida.

ENVIRONMENT



A variety of housing locations helps people live closer to key destinations, lowering emissions and preserving open space.





SECTION 2:

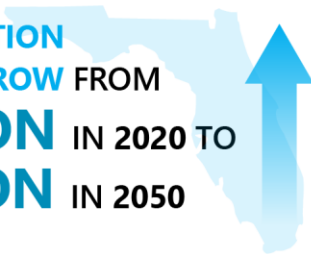
Trends and Conditions Related to Housing

Housing trends are tied not only to broader economic and demographic conditions, but also to local and state policies. By understanding both present and anticipated changes, MPOs can more effectively collaborate with housing entities to maximize co-benefits.

FLORIDA IS A HIGH-GROWTH STATE, BUT GROWTH IS UNEVEN

Florida was the fastest-growing US state in 2022, with an annual population increase of 1.9%. Building housing and transportation infrastructure to keep up with that growth is critical to maintaining a strong economy and high quality of life for the state's residents.

FLORIDA'S **POPULATION** IS PROJECTED TO **GROW** FROM **21.5 MILLION** IN 2020 TO **27.8 MILLION** IN 2050



ANNUAL FLORIDA HOUSING CONSTRUCTION **INCREASED** FROM **193,000** UNITS IN 2010 TO **241,000** UNITS IN 2020



86% OF FLORIDA LAND IS RURAL, BUT **9 OUT OF 10** RESIDENTS LIVE IN **URBAN AREAS**



FLORIDA HAD OVER **137 MILLION TOURIST VISITORS** IN 2022, A **13% INCREASE** OVER 2021



OUT-OF-STATE VISITORS ARE PROJECTED TO **INCREASE 47%** BETWEEN 2019 AND 2031

RECENT POPULATION GROWTH HAS BEEN UNEVEN. **LIBERTY COUNTY LOST 14.2% OF ITS POPULATION** FROM 2016-2020, WHILE **ST. JOHNS COUNTY GAINED 33.7%**



FLORIDA HAD THE MOST **AIRBNB LISTINGS** OF ANY STATE, **345,053** IN 2021



Data Sources: American Community Survey, Florida Economic Forecasting Conference, Visit Florida



FLORIDA IS A LARGE STATE WITH MANY UNIQUE NEEDS

Florida is the third-largest state in America, with sparsely populated rural areas and some of the most populated urban areas in the country. Where people live and how they travel should reflect the spectrum of the state's residents, and should accommodate changing needs over the course of a person's life.

FLORIDA'S
SENIOR POPULATION (65+)
IS PROJECTED TO
GROW BY 73%
BY 2045



SENIORS OUTLIVE THEIR
ABILITY TO DRIVE BY



**7-10
YEARS**

3 OUT OF 4

ADULTS EXPECT TO **NEED**
ACCESSIBILITY IMPROVEMENTS IN
THEIR HOMES AS THEY AGE

13.5%

OF FLORIDIANS HAVE A

DISABILITY AND

21.1%

ARE

AGE 65+,

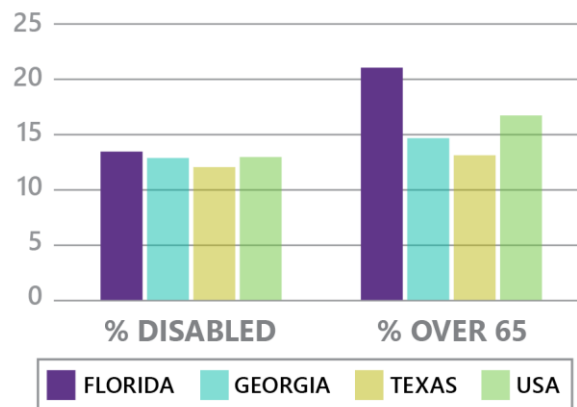
HIGHER THAN THE NATIONAL
AVERAGE AND PEER STATES



BETWEEN 2010 AND 2021,
THE NUMBER OF
FLORIDA RESIDENTS
UNDER 18 GREW BY
250,000



HENDRY COUNTY HAS THE
HIGHEST % OF YOUTH AT **27%**;
SUMTER COUNTY HAS THE
HIGHEST % OF SENIORS AT **53%**



Data Sources: American Community Survey, AAA, AARP, Bureau of Economic and Business Research





FLORIDA HAS A STRONG HOUSING MARKET IMPACTING AFFORDABILITY

The strong housing market in many of the state's areas contributes to a high cost of living because housing is one of the largest household expenses in Florida (followed by transportation). Maintaining a variety of housing and transportation options is critical given the broad array of needs across the state.

HOUSING + TRANSPORTATION

ACCOUNTS FOR

54.4%

OF AVERAGE HOUSEHOLD COSTS IN FLORIDA, UP FROM 52.5% OVER THE PAST 3 YEARS



FLORIDIANS MAKING MINIMUM WAGE

HAVE TO WORK

86 HOURS PER WEEK

TO AFFORD A

1-BEDROOM APARTMENT

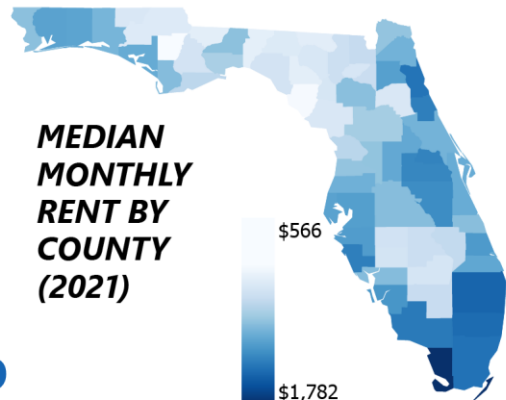


AVERAGE FLORIDA HOME SALE PRICES HAVE INCREASED RAPIDLY SINCE 2010, RISING BY OVER 250%



60% OF NEW POPULATION GROWTH WILL BE CONCENTRATED IN 10 COUNTIES

1/3 OF ALL UNITS IN FLORIDA ARE RENTALS, AND 2.1 MILLION FLORIDIANS ARE RENT BURDENED



Data Sources: American Community Survey, Bureau of Labor Statistics, St. Louis Fed, AARP, FDOT Trends, Florida Housing Coalition

**SECTION 3:**

Alignment with State and Federal Priorities

FEDERAL PRIORITIES

Recent Federal legislation incorporated housing considerations in multiple ways. The IIJA included [several provisions](#) encouraging better coordination between transportation and housing officials:

Update policies to promote better connections between jobs and housing.

Encourage MPO consultation with housing officials.

Require MPO consideration of projects and strategies that promote consistency between transportation improvements and housing patterns, both planned and existing.

Update optional scenarios in long range transportation plans to include housing distribution assumptions.

Require MPO coordination with affordable housing organizations when developing the long range transportation plan.

Allow the transportation planning process to include developing a Housing Coordination Plan in larger urban areas.

The Inflation Reduction Act (IRA) further provides incentives for energy efficiency improvements in housing, with a special focus on affordable housing. These include whole-home energy efficiency rebates, high-efficiency electric home rebates, and grants and loans to affordable housing units for energy and water efficiency improvements. This funding is being paired with the Thriving Communities Program, administered through the U.S. Department of Transportation, which provides technical assistance for disadvantaged communities to expand the capacity to effectively compete for Federal funding and deliver community infrastructure revitalization projects.





STATE PRIORITIES

The Florida Transportation Plan, the state's long range transportation plan, includes seven goals, all of which have connections to housing decisions. These goals address safety, infrastructure, mobility, transportation choices, the economy, communities, and the environment.

SAFETY AND SECURITY FOR RESIDENTS, VISITORS, AND BUSINESSES

TRANSPORTATION SOLUTIONS THAT ENHANCE FLORIDA'S ENVIRONMENT

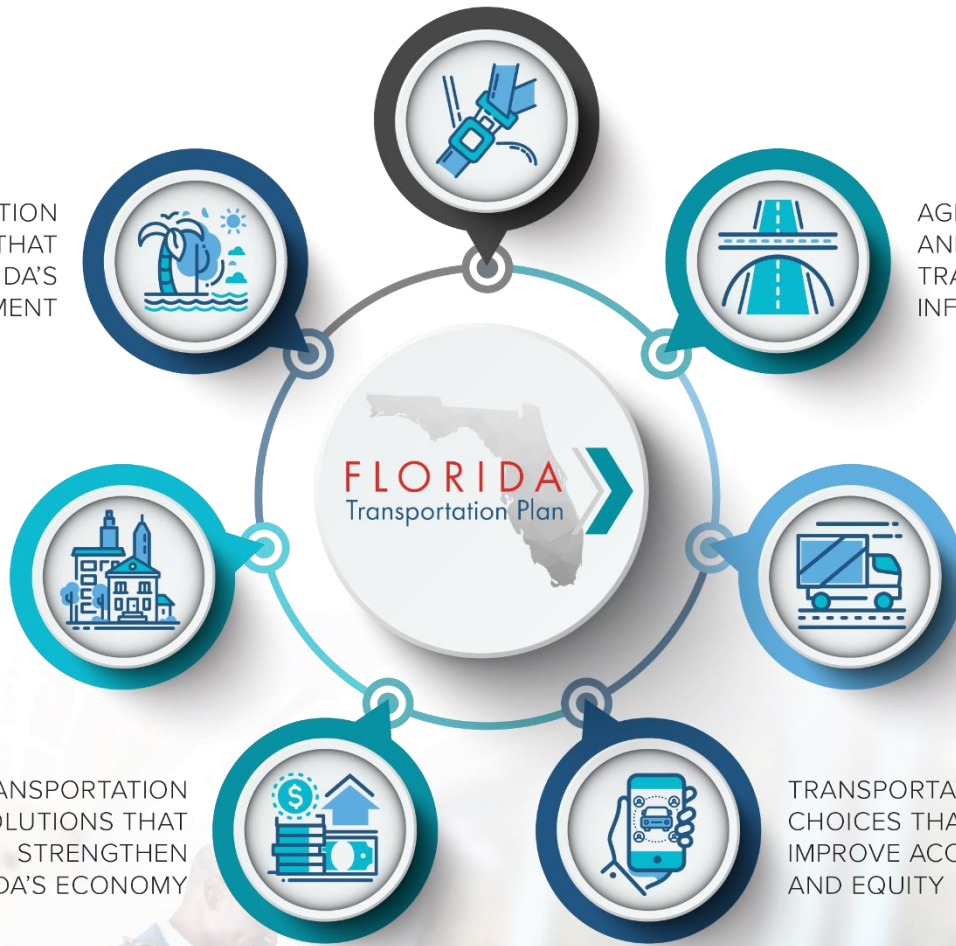
AGILE, RESILIENT, AND QUALITY TRANSPORTATION INFRASTRUCTURE

TRANSPORTATION SYSTEMS THAT ENHANCE FLORIDA'S COMMUNITIES

CONNECTED, EFFICIENT, AND RELIABLE MOBILITY FOR PEOPLE AND FREIGHT

TRANSPORTATION SOLUTIONS THAT STRENGTHEN FLORIDA'S ECONOMY

TRANSPORTATION CHOICES THAT IMPROVE ACCESSIBILITY AND EQUITY





Florida Statutes also require local governments to develop a comprehensive plan that creates the foundation for decisions on capital improvements, conservation, intergovernmental coordination, recreation, open space, future land use, housing, transportation, coastal management, and public facilities.

When MPOs coordinate with municipal and county officials as well as representatives from the housing sector, the co-benefits of these connections can be significant. By working together, MPOs and housing organizations can create more effective and sustainable planning strategies that support Florida's transportation goals.

COMPREHENSIVE PLAN SPOTLIGHT: FORT MYERS COMPREHENSIVE PLAN

The [Fort Myers Comprehensive Plan](#) provides a long-range vision for the community and is divided among a number of elements, including transportation, housing, and capital improvements. Its housing section notes that the City supports transit-oriented development that takes full advantage of transit service. It notes, "transit-ready development typically begins with surface parking that is laid out so that parking can be reduced or converted into parking structures as transit arrives and the mix of uses reduces travel demand." This is an example of matching housing to transportation in local planning documents.





SECTION 4:

MPO-Community Collaboration on Housing and Transportation

Florida’s MPOs span a diversity of contexts, from dense urban areas to smaller cities and some rural communities. No single approach to incorporating housing into the transportation decision-making process will work for all MPOs. Rather, each MPO should be flexible in assessing the housing needs in its region and identifying ways in which transportation and housing decisionmakers can collaborate most effectively. While the IIJA requires incorporating housing considerations into existing required MPO processes (e.g., the long range transportation plan and public participation), MPOs can also share data with housing entities, develop studies that focus on housing and transportation as central issues, and create committees or programs dedicated to transportation and housing.

INCORPORATION INTO PLANNING PROCESSES

MPO incorporates housing considerations into Federally required processes

STUDY FOCUS

MPO conducts studies focusing on the intersection of housing and transportation

PROGRAMS AND COMMITTEES

MPO has a standing committee or program focusing on housing and transportation





PLANNING PROCESSES

MPOs and housing organizations can engage in collaborative planning efforts to identify common goals and objectives, and work together to develop coordinated strategies and plans to achieve them. Below are some examples of an MPO including housing as a consideration in planning processes, such as Long Range Transportation Plans.

Wasatch Front Regional Council

The Salt Lake City region’s MPO incorporates housing into its [Regional Transportation Plan](#) in multiple places. For example, in its consideration of affordability in the region, it writes, “Transportation expenses are largely a function of housing and employment locations and the characteristics of the neighborhood in which a resident chooses to live. How might the 2019-2050 RTP help improve housing and transportation affordability?”



Wasatch Regional Front RTP

North Central Texas Council of Governments

The document “[Vision for North Texas](#)” looks at a series of potential future growth patterns to identify the scenario that most closely aligns with the vision for the region. The connection between housing and transportation is a key factor in developing those scenarios. They note, “increasing costs (in time and money) of commuting and a growing interest in a ‘green’ lifestyle are making housing close to jobs more desirable. The mix of housing available in North Texas in the future should meet the needs of North Texas’ changing households.”

Des Moines Area MPO

The Des Moines Area MPO developed [The Tomorrow Plan](#), which outlined four goals and associated initiatives to achieve those goals. *Goal 3 – Further the Health and Well-Being of All* was supported by a Resilient Neighborhoods initiative, which noted, “Although different kinds of neighborhoods may look different and face different challenges, their ability to thrive in the long-term rests on the same elements:

- 1. **Housing Choice**
- 2. **Transportation Choice**
- 3. **Recreation + Retail**
- 4. **Education + Jobs**
- 5. **Assured Health and Safety**
- 6. **Strong Sense of Community**
- 7. **Minimal Environmental Impact**
- 8. **Self Sufficiency**
- 9. **Inclusive Governance”**



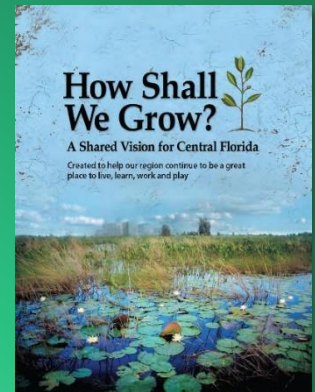


STUDY FOCUS

Beyond Federally required documents, MPOs can conduct or participate in studies that specifically look at the intersection of housing and transportation. MPOs and housing organizations can also share data and information on housing trends, demographics, transportation, and other relevant factors to inform planning efforts.

How Shall We Grow?

Multiple partners including myregion.org, the East Central Florida Regional Planning Council, seven counties, five MPOs, and two state agencies developed the report "[How Shall We Grow?](#)" to craft a shared vision for what the region could look like in the year 2050. Housing as a topic was woven throughout the report. For example, in its discussion on creating a globally competitive economy, the vision states, "Jobs and housing can be spread throughout the region, enabling people to live close to their jobs. Our plans will ensure that sufficient land is designated for economic centers with appropriate transportation and other infrastructure already in place."



Indianapolis MPO

In 2023, the Indianapolis MPO, recognizing the importance of housing in its long-term success, is undertaking a [Central Indiana Housing Study](#) with engagement from various stakeholders throughout the region. This housing study will assess housing pricing, availability, and affordability, as well as propose policy solutions for issues identified. Preliminary work has focused on transportation connections to housing options in the region.

Reno Affordable Housing Study

The Reno, Nevada MPO developed a special [report](#) focusing on affordable housing. This report focused on different strategies to improve affordability in the region, one of which was to lower overall cost of transportation and housing. The report recommended focusing on them together as a dual approach, as they are the largest household costs for most homes.

Central Florida Regional Planning Council

The Central Florida Regional Planning Council (CFRPC) and the Shimberg Center for Housing at the University of Florida developed the [Affordable Housing Toolkit](#) as part of the Heartland 2060 vision. The toolkit includes three innovative housing tools: 1) Housing Suitability Model for siting affordable housing; 2) Affordable Parcel Inventory providing a GIS database of all current affordable housing within a jurisdiction and parcels available for development of affordable and workforce housing; and 3) Fair Housing Equity Assessment identifying historic, current, and potential future impediments to accessing housing for all people.



PROGRAMS AND COMMITTEES

MPOs and housing organizations can hold joint meetings to discuss their respective goals and planning efforts to identify areas of collaboration. MPOs may choose to convene committees or develop programs that focus on the interplay of housing and transportation. Because housing is not typically included in MPO processes, there are relatively few examples of housing-specific programs and committees at MPOs.

Broward MPO

The Broward MPO has a [Housing Committee](#) that supports ongoing coordination between transportation and housing. It also has collaborated with Florida Atlantic University's Transit Housing-Oriented Redevelopment (THOR) Program for a [corridor study](#). The corridor study focused on developing bus shelters that complemented the surrounding streetscape and land uses.

Met Council

The Minneapolis-St. Paul Met Council houses the region's MPO in addition to having broad authority around the region's built environment (e.g., its [Community Development Committee](#)). It has developed a [Housing Policy Plan](#) that incorporates goals for housing production and affordability, in addition to considerations around access to opportunity, environment, public health, and a thriving regional economy. One priority touching on housing is, "Creating or preserving a mix of housing affordability around emerging transit investments, helping low-income households benefit from transit investments and expanding opportunities to reduce the combined costs of housing and transportation."



**SECTION 5:**

Key Housing Indicators

There are a variety of indicators provided in this section organized by the level of analysis needed to produce insight into the numerous ways in which housing impacts Florida residents. Links are provided to common off-the-shelf data sources that can be incorporated into planning documents with a low level of effort, and brief descriptions are provided for other measures that require some amount of data analysis or data collection.

Off The Shelf Statistics

**HOUSING AND TRANSPORTATION AFFORDABILITY**

Potential to assess overall affordability derived from the Housing + Transportation Index from the [Center for Neighborhood Technology](#)

**COMMUTE TIME AVERAGES**

Potential to assess employment access, available from the [American Community Survey](#) (ACS)

**BIKING AND WALKING MODE SHARE**

Potential to assess multimodal access, available from the [ACS](#)

**ZERO-VEHICLE HOUSEHOLDS**

Potential to gauge need for multimodal options, available from the [ACS](#)

Data Analysis Required

**HOMES WITH SAFE ACCESS TO SCHOOLS**

Potential to track sidewalk gaps using the sidewalk network within a set radius around schools, weighted using Census information

**ACCESS AND MOBILITY FOR SENIORS**

Potential to track transit gaps using General Transit Feed Specification (GTFS) files converted to shapefiles and underlying Census information

**EMERGENCY EVACUATION TIMES FOR NEW HOUSING DEVELOPMENTS**

Potential to track excessive evacuation times using evacuation modeling



Data Collection Required



EMPLOYMENT ACCESS FOR NEW HOUSING DEVELOPMENTS

Potential to track potential commute times using new housing development location data from municipalities combined with ACS commute time information



NUMBER OF NEW TRANSIT-ORIENTED DEVELOPMENTS

Potential to track new Transit-Oriented Developments using permitting data from municipalities



LEADERSHIP IN ENERGY AND ENVIRONMENTAL DESIGN (LEED)-CERTIFIED ENERGY-EFFICIENT BUILDINGS OR BETTER

Potential to track energy-efficient construction using municipal permitting data

Examples from Other Communities



Share of region's total jobs that can be accessed from a jurisdiction by a 30-minute auto or 45-minute transit commute during the morning peak period (In use by San Francisco Bay Area MTC)



Share of All Permitted Housing Units Located Near a Light Rail Transit/Bus Rapid Transit Station or a High-Frequency Bus Line (In use by Twin Cities Metro)



Local plans and projects consistent with the LRTP (In use by Sacramento Area Council of Governments)



Percentage of housing units without stairs at entry (Recommended by AARP Livability Index)



SECTION 6: Additional Resources

RELEVANT FEDERAL AND STATE POLICY GUIDANCE

Federal Guidance

- [IIJA language for housing coordination](#)
- [Inflation Reduction Act](#)
- [Thriving Communities Program](#)

State Guidance

- [Florida Transportation Plan](#)
- [Strategic Highway Safety Plan](#)
- [Community Context Classifications](#)
- [Carbon Reduction Strategy](#)

HOUSING ENTITIES

The IIJA requires consultation with housing entities during the development of the Long Range Transportation Plan, and generally encourages coordination between housing and transportation. Potential entities to consult include:

- State Offices
 - [Florida Department of Elder Affairs](#)
 - [Florida Housing Finance Corporation](#)
 - [Florida Department of Economic Opportunity](#)
 - [Florida Department of Health](#)
 - [Florida Division of Emergency Management](#)
- Universities/Research
 - [Florida Atlantic University Center for Urban and Environmental Solutions](#)
 - [University of Florida Shimberg Center for Housing Studies](#)
- Nonprofits
 - [Florida Housing Coalition](#)
 - [AARP – Florida Chapter](#)
 - [Urban Land Institute - Florida](#)
 - [American Planning Association – Florida](#)
- Industry groups
 - [Florida Home Builders Association](#)
 - [Association of Florida Community Developers](#)
- Local entities
 - Planning commissions/offices
 - County Affordable Housing Advisory Boards