

Baltimore Regional Fair Housing Group

Analysis of Impediments to Fair Housing Choice

NOVEMBER 8, 2018

PRESENTED BY
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Agenda

- Updated Order of Topics
- Current State of Affairs:
Transportation and
Employment Access
- Discussion



Goals of Work Group

1. Help the jurisdictions, PHAs, BMC, and consultant review and interpret data provided by HUD for this assessment.
2. Help identify easily obtainable local data that would assist with this analysis.
3. Provide ongoing stakeholder input into:
 - Analysis of what this data means and its significance
 - Assessment of past fair housing progress and current fair housing enforcement and outreach capacity
 - Development of fair housing goals and priorities.

Work Group Mtgs—Revised

Meeting schedule:

- **Oct 23** – Overview and Initial data on segregation and R/ECAPs
- **Nov 8** – Disparities in Access to Opportunity Part 1 (employment and transportation)
- **Dec 13** – Disparities in Access to Opportunity Part 2 (education, community health)
- **Jan 9** – Disability and Access
- **Jan 30** – Disproportionate Housing Needs, Community Reinvestment, Publicly Supported Housing
- **Feb. 20** – Enforcement, Capacity, Resources
- **March 14** – Goals and Priorities
- **May 22** – Feedback on draft Regional AI

Follows key topic areas of the Assessment of Fair Housing:

- ✓ Demographic Summary
- ✓ Segregation/Integration
- ✓ R/ECAPs
- ✓ Disparities in Access to Opportunity
- ✓ Disproportionate Housing Needs
- ✓ Publicly Supported Housing Analysis
- ✓ Disability and Access

Enhancement of Meetings

Guest Participants

We want to be sure that we are presenting the most pertinent and relevant information for each meeting. We also recognize that data do not always tell the complete story of needs

As such, we will invite guests to the work group meetings to participate in discussions and share information about needs and ideas for solutions

Small Groups

Some work group members have expressed an interest in convening small groups to identify and provide information for the monthly meeting topics. We welcome this information—and ask that we receive it 2-3 weeks in advance of the meeting

Community Engagement in a Box

We invite work group members to hold discussions with constituents about fair housing challenges and will provide discussion guides and how to report that information back to BMC and the consultant team

Transportation Access

Historical Factors Shaping Inequities

- **Federal Highway system** + racially exclusive federal suburban housing subsidies = investment in new, white suburban communities, rather than urban communities.
- **Highways as “slum clearance”** displacing and destabilizing communities of color, e.g. “Highway to Nowhere” in West Baltimore
- **Focus on moving suburbanites through city**, through new highways and one-way traffic patterns, rather than serving city communities.
- **Suburban jobs:** Jobs followed residential suburbanization; less concentrated, harder to serve by public transportation, harder to access by people without cars.

Transportation planning and allocation of resources

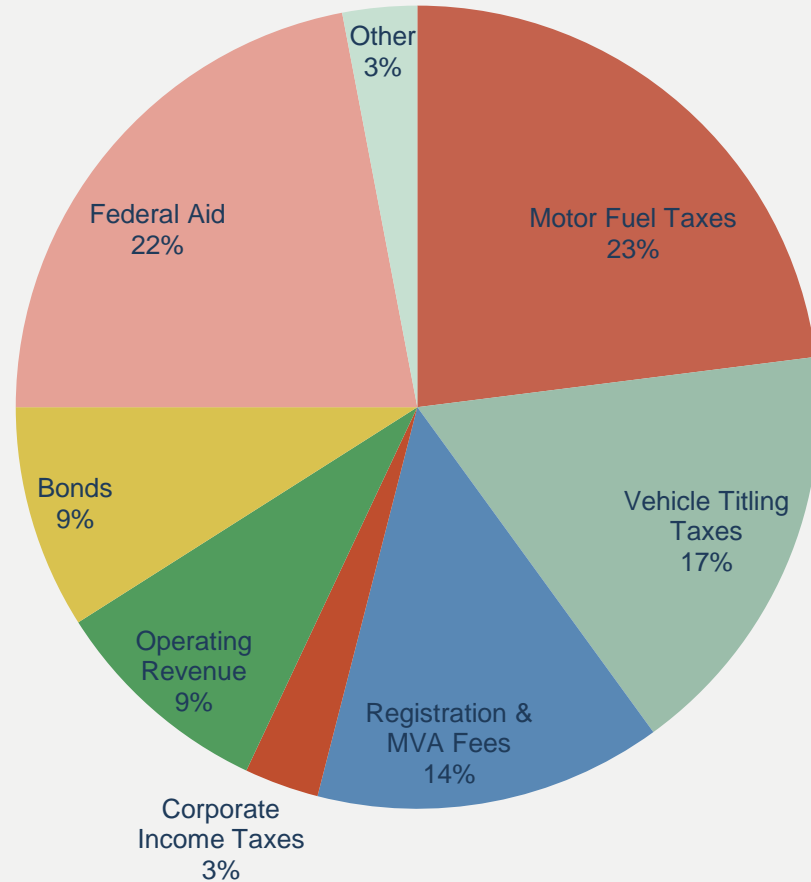
Year	State Level Governor & General Assembly	Regional Level Baltimore Regional Transportation Board
Current Year	Consolidated Transportation Program (CTP)	(Past year by fall)
State Budget Year		Transportation Improvement Program Conforms to regional Clean Air requirements
Four Future Years		
Long-Range Planning Years (20+ years out)	Maryland Transportation Plan <ul style="list-style-type: none"> • Policy document only • Outlines State policies & priorities, evaluated annually • No projects 	Regional Long-Range Transportation Plan <ul style="list-style-type: none"> • Long-range pipeline of projects • Constrained by funding projections • Conforms to regional Clean Air requirements.

Yearly State Transportation Funding Schedule: Consolidated Transportation Program (CTP)

Month	State Budgeting Schedule
January	Final CTP proposed by governor
February	Hearings and CTP approved by General Assembly (could be cut)
March	
April	Local jurisdictions send priority letters to Maryland Department of Transportation (MDOT)
May	
June	MDOT prepares draft CTP
July	
August	Draft CTP to local governments
September	Draft CTP released; “fall tour” of public meetings in each jurisdiction for MDOT to receive feedback.
October	
November	
December	MDOT prepares final CTP.

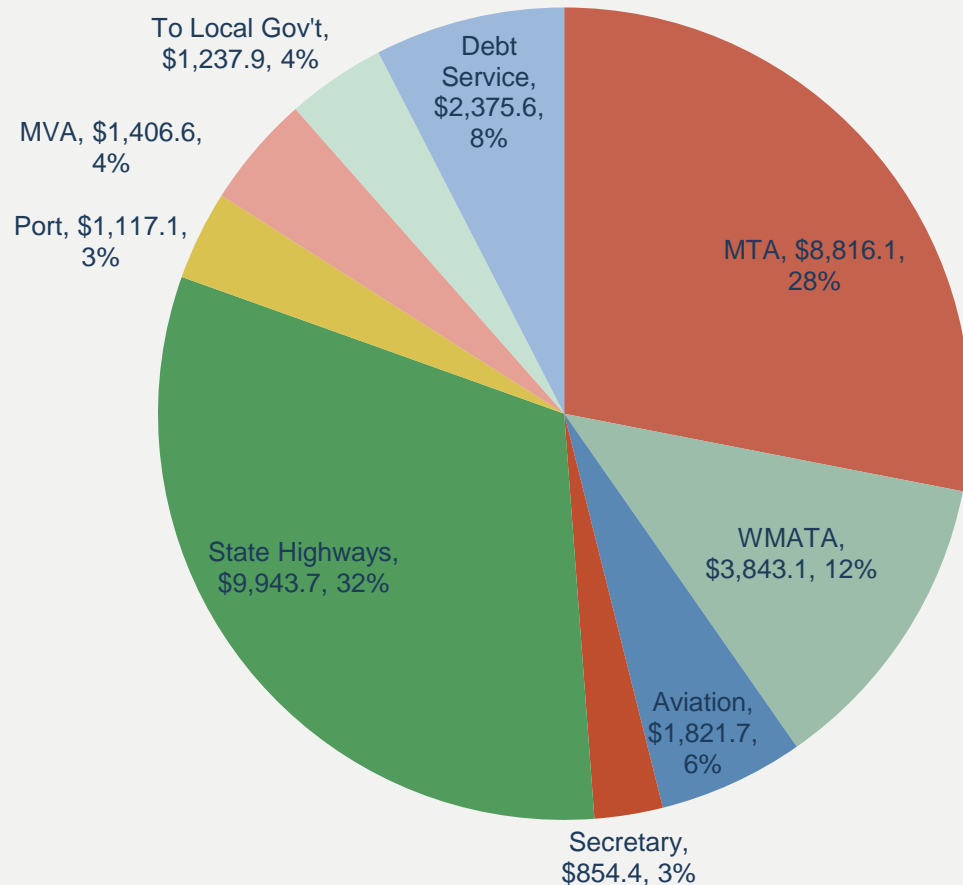
Consolidated Transportation Program (CTP): Where the money comes from

Transportation Trust Fund Sources FY2018-FY2023 CTP



Consolidated Transportation Program (CTP): Where the money goes

MDOT Six-Year Capital & Operating Budget (in Millions) FY 2018-2023 Consolidated Transportation Program (CTP): \$31.4 billion



BMC Family-Supporting Jobs Report

July 2018



FAMILY-SUPPORTING JOBS REPORT



Total Jobs and Family Supporting Jobs (more than \$22.28/hour without requiring Bachelor's degree)

Growth and Total Demand (including new hires for existing jobs) 2016-2026

BMC Family-Supporting Jobs Report, July 2018



Summary of Jobs and Total Demand in the Baltimore Region by Local Area: All Jobs

Local Area	2016 Jobs	2026 Jobs	New Jobs	% New Job Growth (2016-2026)	Hiring from Separations	Total Demand
Anne Arundel	267,036	326,605	59,569	22.3%	325,419	384,988
Baltimore City	337,192	366,755	29,564	8.8%	355,207	384,771
Baltimore County	372,835	419,482	46,647	12.5%	426,019	472,665
Cecil/Harford	122,230	145,415	23,185	19.0%	147,230	170,415
Carroll	56,808	65,716	8,908	15.7%	69,101	78,010
Howard	167,369	202,740	35,371	21.1%	195,126	230,497



Summary of Jobs and Total Demand in the Baltimore Region by Local Area: Family-Supporting Jobs

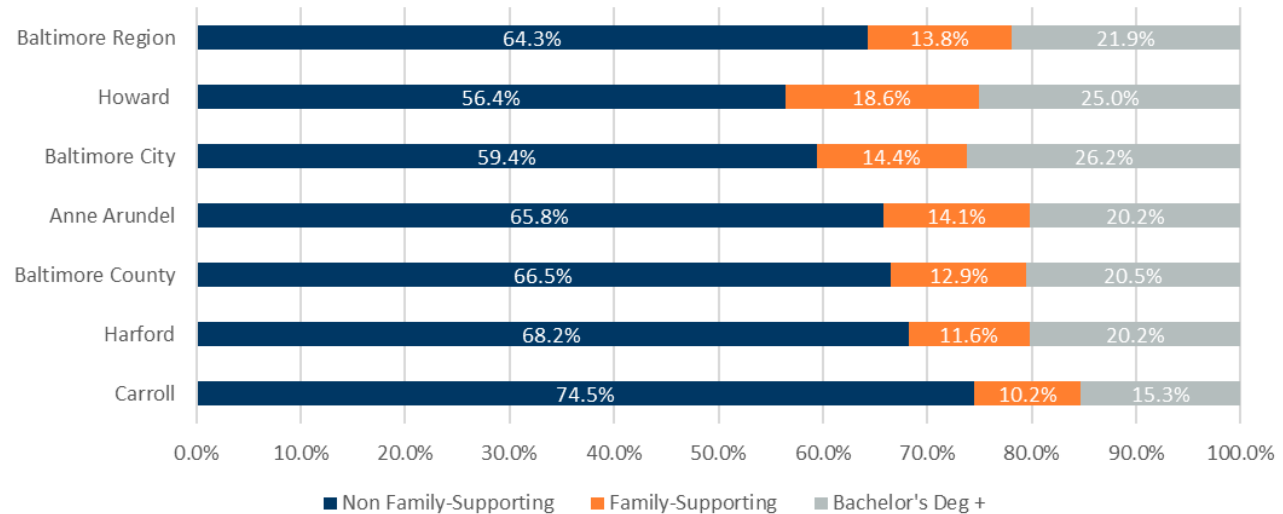
Local Area	2016 Jobs	2026 Jobs	New Jobs	% New Job Growth (2016-2026)	Hiring from Separations	Total Demand
Anne Arundel	44,478	53,700	9,222	20.7%	44,962	54,184
Baltimore City	57,987	61,096	3,109	5.4%	52,448	55,557
Baltimore County	57,170	63,186	6,016	10.5%	55,034	61,050
Cecil/Harford	17,386	20,556	3,169	18.2%	17,341	20,510
Carroll	7,035	8,065	1,030	14.6%	6,903	7,933
Howard	34,580	41,241	6,661	19.3%	36,153	42,814

Demand for Jobs by Type 2016-2026

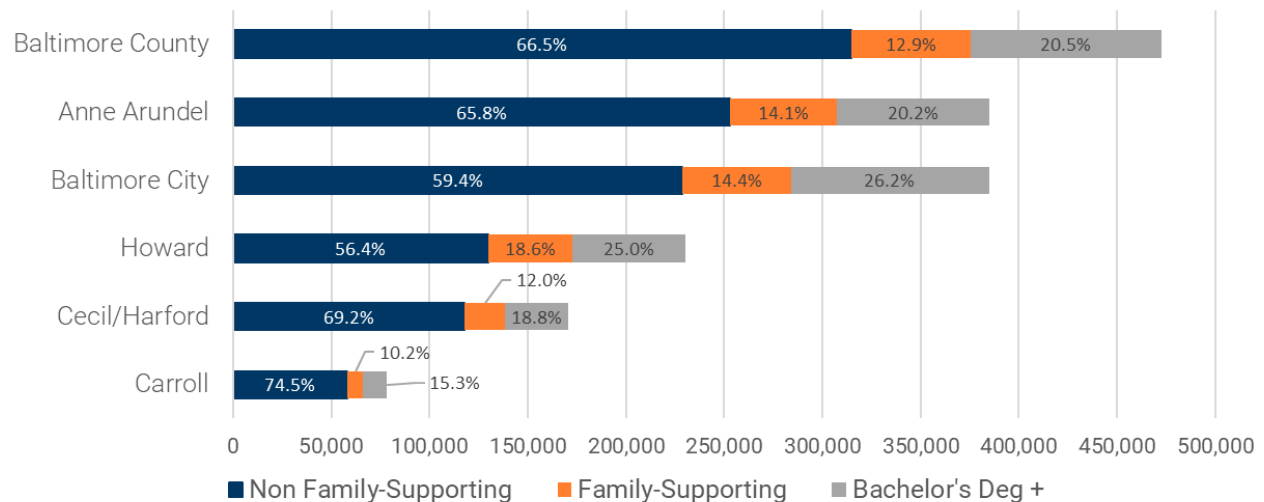
Share and Total Number of Jobs

BMC Family-
Supporting Jobs
Report, July 2018

Share of Total Demand for Jobs by Type and Local Workforce Area: 2016-2026



Distribution of Total Demand for Jobs by Type and Local Area: 2016-2026



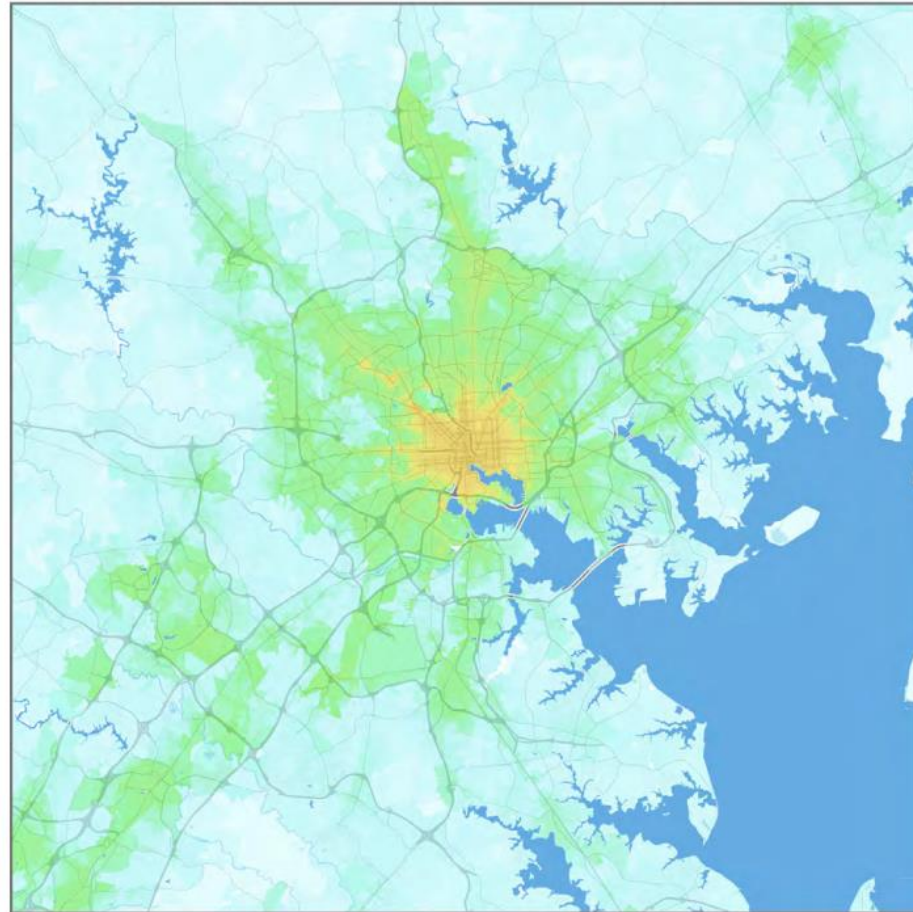
Transit Access to Jobs in 30 Minutes

1.3 million total jobs in Baltimore region

University of Minnesota Center for Transportation Studies, "Access Across America 2017"

Baltimore

Baltimore-Towson, MD



Jobs within 30 minutes
(Transit, AM peak)



Job Accessibility by Travel Time Threshold

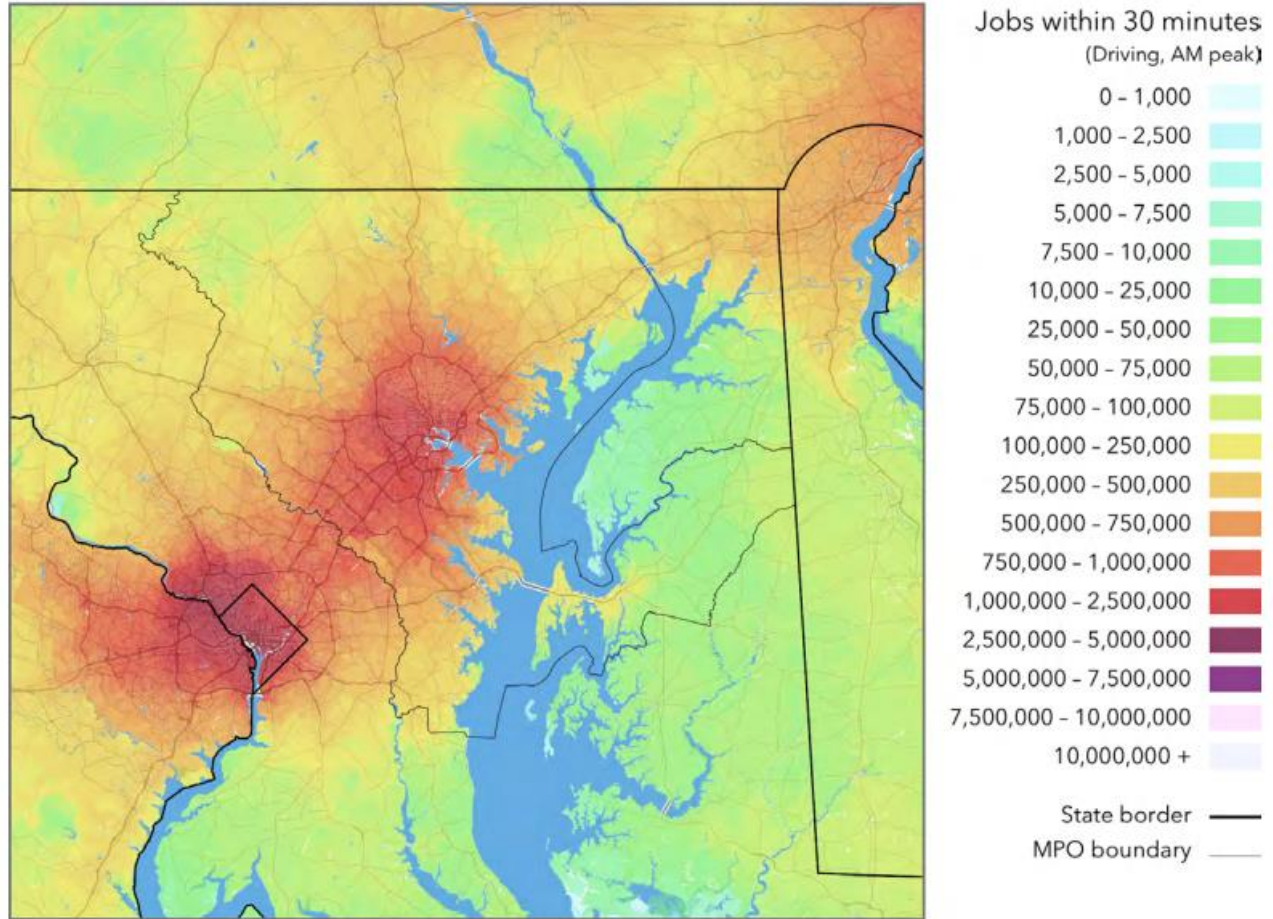


Auto Access to Jobs in 30 Minutes

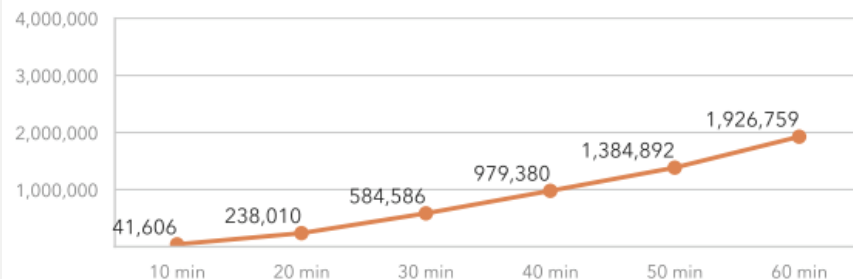
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University of Minnesota Center for Transportation Studies, "Access Across America 2017"

Baltimore
Baltimore-Towson, MD



Average Job Accessibility by Travel Time Threshold (worker-weighted)



Who Depends on Transit? Households without cars

Black households and households with persons with disabilities have the highest rates of transit dependency (no vehicles), followed by LEP households

Note: data are as of 2017

	Disability in Household	Families w/ Kids	LEP	Foreign Born
Total Region	22%	7%	14%	10%
Annapolis	N/A	N/A	N/A	N/A
Anne Arundel County	10%	2%	6%	4%
Baltimore City	45%	26%	31%	28%
Baltimore County	17%	5%	12%	7%
Harford County	11%	3%	6%	5%
Howard County	10%	2%	5%	3%

	White, non-Hispanic	Black	Asian	Hispanic
Total Region	6%	24%	7%	10%
Annapolis	N/A	N/A	N/A	N/A
Anne Arundel County	3%	8%	3%	4%
Baltimore City	15%	31%	28%	22%
Baltimore County	7%	11%	3%	11%
Harford County	4%	10%	4%	7%
Howard County	3%	6%	3%	4%

Who Takes Transit to Work?

Workers who use transit are most likely to be renters in Baltimore City Black households in Baltimore City, and Asian households in Annapolis. White, non-Hispanic residents have relatively low use of transit

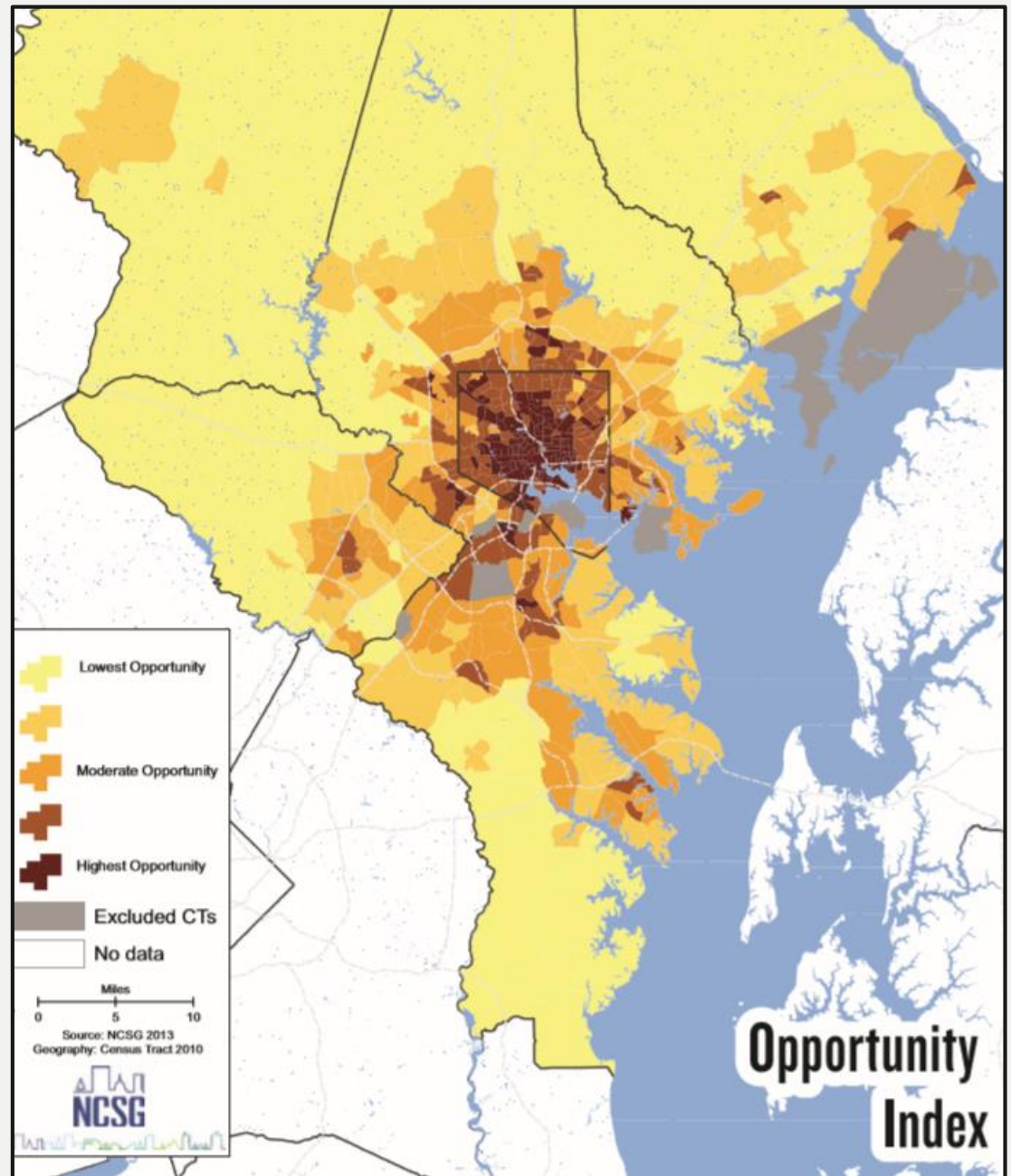
Note: data are as of 2012-2016

	All Households	Renter-Occupied	Owner-Occupied
Total Region	7%	12%	4%
Annapolis	7%	8%	6%
Anne Arundel County	4%	5%	3%
Baltimore City	18%	26%	12%
Baltimore County	5%	8%	3%
Harford County	2%	3%	1%
Howard County	4%	4%	3%

	White, non-Hispanic	Black	Asian	Hispanic
Total Region	3%	16%	6%	8%
Annapolis	3%	12%	30%	12%
Anne Arundel County	3%	8%	4%	6%
Baltimore City	8%	25%	19%	18%
Baltimore County	2%	10%	4%	8%
Harford County	1%	5%	2%	2%
Howard County	3%	7%	4%	3%

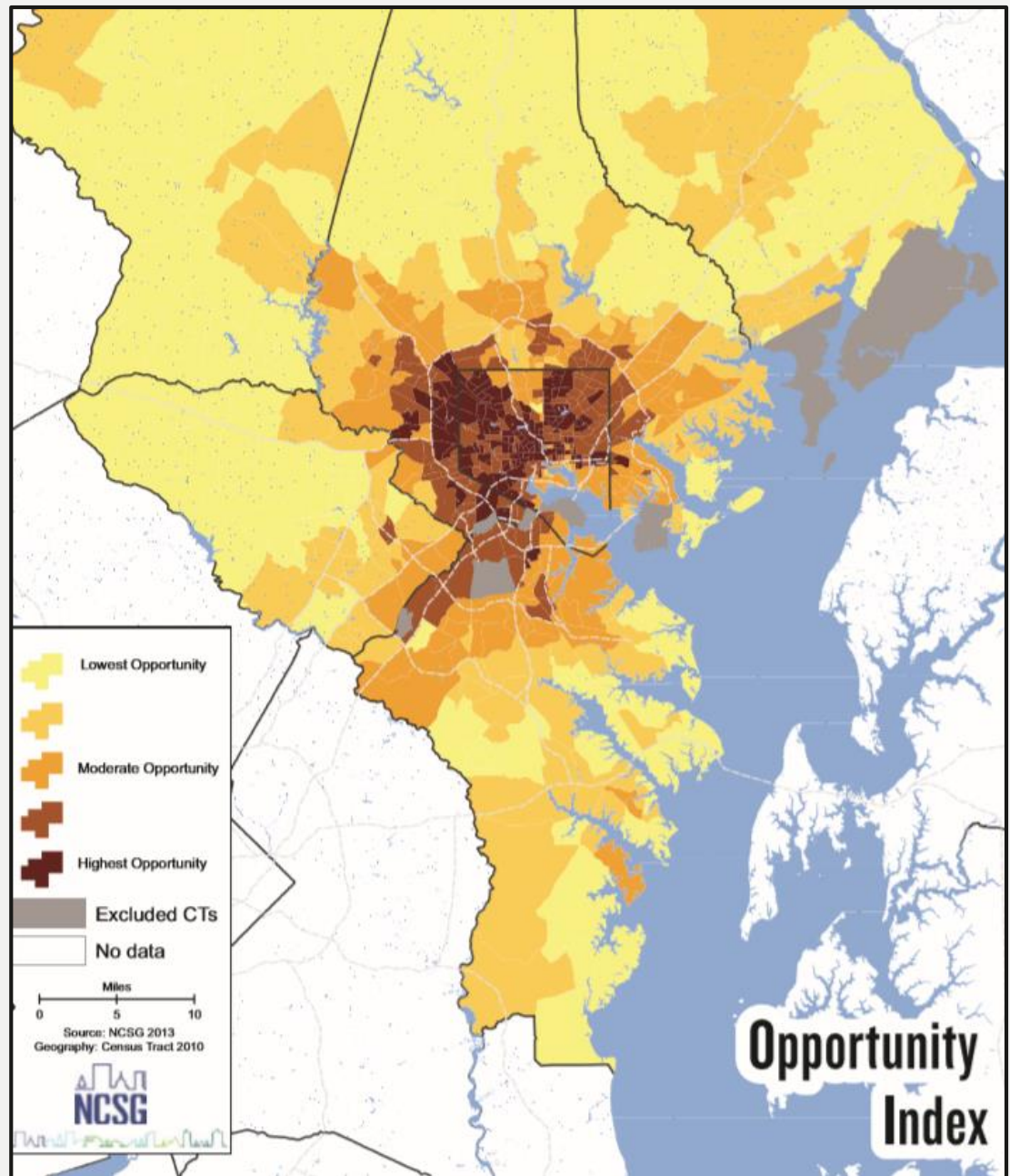
2014 Transportation and Mobility Index

- *Low peak-hour congestion*
- *Shortest driving & transit commutes*
- *Access to transit*
- *Walk score*
- *Available trails (walking/biking)*
- *Per capita vehicle miles & hours traveled*



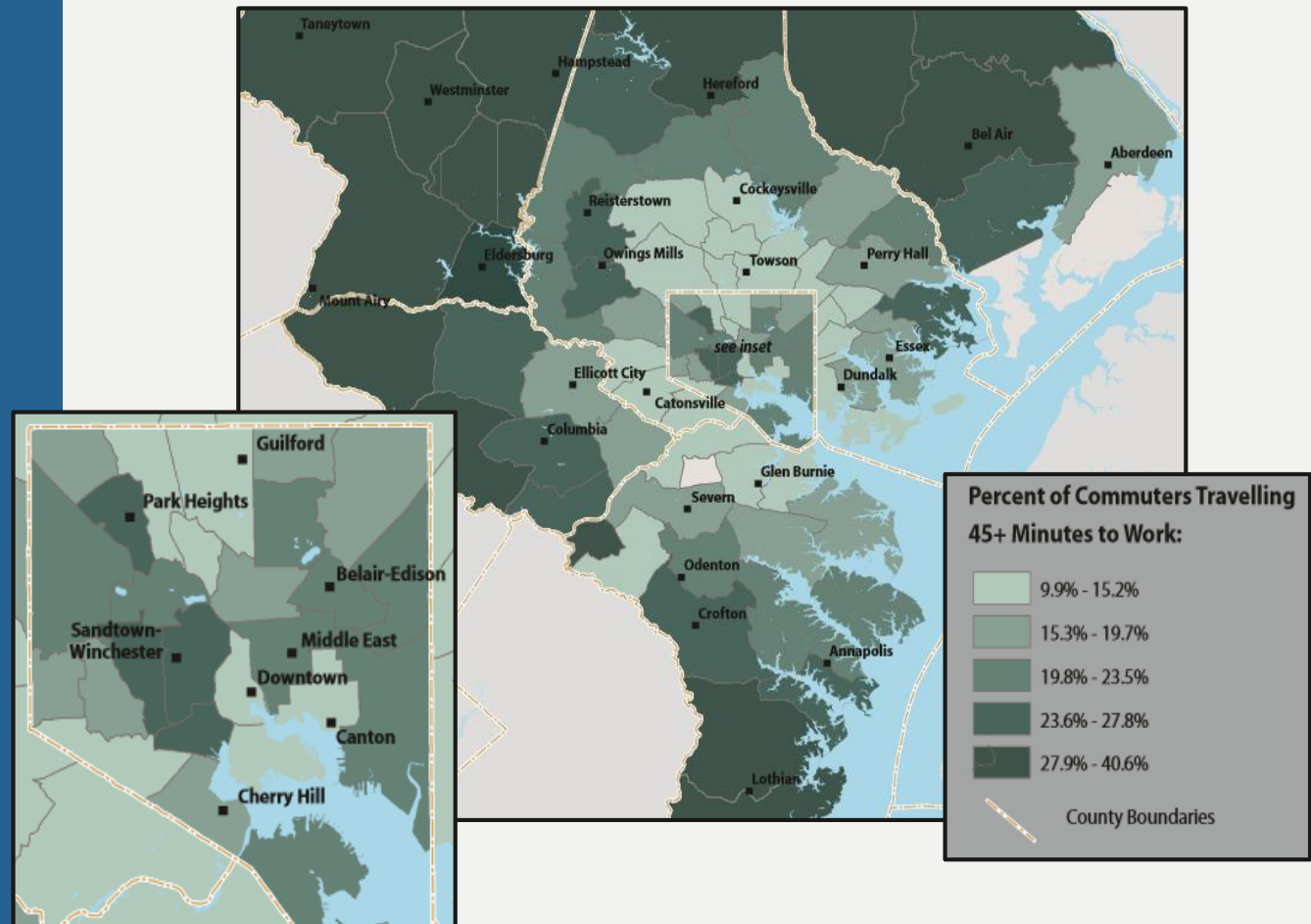
2014 Employment and Workforce Index

- *Job density*
- *Increase in job density 2002-2010*
- *Percent increase in jobs 2002-2010*
- *Jobs accessible by reasonable auto & transit commute*
- *Gap between auto & transit commute (lower gap=better)*



Share of Workers with Commutes more than 45 Minutes

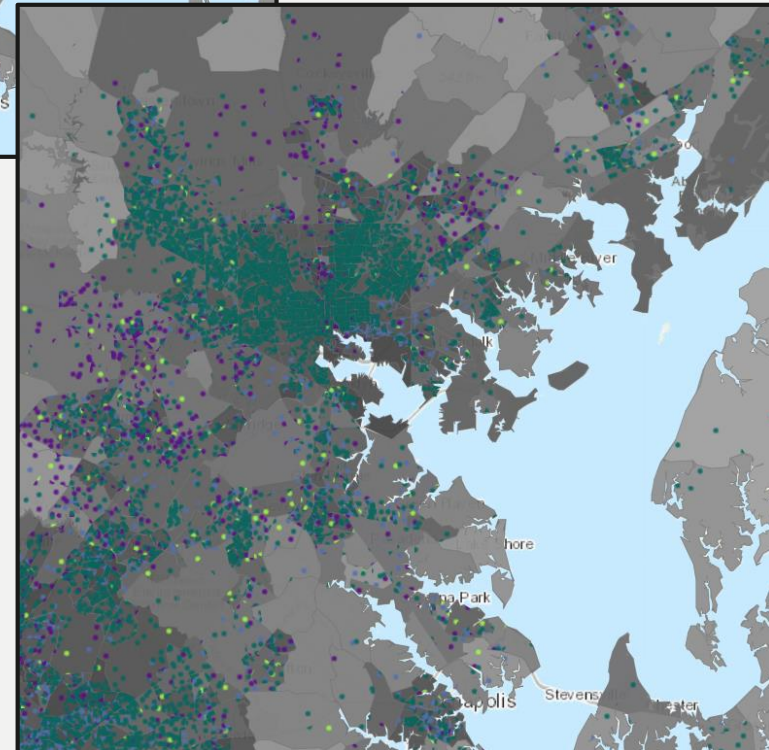
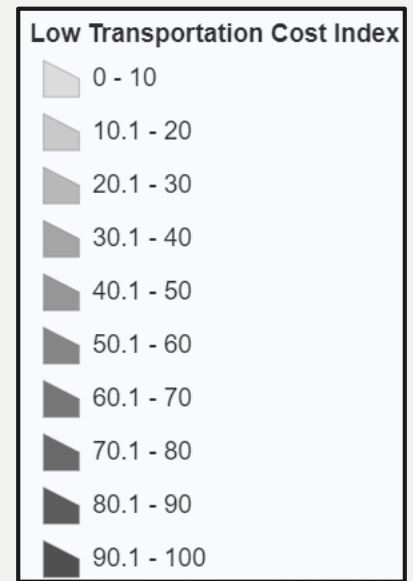
Overall Average = 20.9%



Lowest Transportation Costs

According to HUD's Location Affordability Index for single parent family of 3 at 50% area renter income.

Cost of Transportation is generally lowest for residents in Baltimore City and Black Households, presumably because of potential lower need to own a car in City census tracts with greater transit and walk access.



HUD AFFH Opportunity Indicators

Transit (how often family would use public transit in each location)

Cost (cost of transport for family in each location)

Both indices based on HUD's Location Affordability Index calculation for single-parent family of 3 at 50% area renter income.

Data suggest that access is best and cost is lowest in Baltimore City, County and Annapolis

	Transit Index	Low Transportation Cost Index
Annapolis		
White, Non-Hispanic	77.22	80.09
Black, Non-Hispanic	77.81	81.39
Hispanic	78.25	81.24
Asian or Pacific Islander, Non-Hispanic	77.40	80.43
Native American, Non-Hispanic	78.55	81.71
Anne Arundel County		
White, Non-Hispanic	64.20	65.87
Black, Non-Hispanic	72.81	74.24
Hispanic	70.14	72.48
Asian or Pacific Islander, Non-Hispanic	70.33	72.06
Native American, Non-Hispanic	65.41	68.30
Baltimore City		
White, Non-Hispanic	87.51	90.30
Black, Non-Hispanic	88.71	90.40
Hispanic	88.70	91.59
Asian or Pacific Islander, Non-Hispanic	89.27	93.11
Native American, Non-Hispanic	88.50	90.97
Total Region		
White, Non-Hispanic	65.92	69.91
Black, Non-Hispanic	82.26	84.09
Hispanic	75.42	78.56
Asian or Pacific Islander, Non-Hispanic	72.82	75.38
Native American, Non-Hispanic	74.06	77.46

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	Transit Index	Low Transportation Cost Index
Baltimore County		
White, Non-Hispanic	70.60	74.88
Black, Non-Hispanic	78.88	80.68
Hispanic	77.13	80.57
Asian or Pacific Islander, Non-Hispanic	75.15	78.78
Native American, Non-Hispanic	76.52	79.46
Harford County		
White, Non-Hispanic	56.59	61.89
Black, Non-Hispanic	68.40	69.40
Hispanic	65.18	67.91
Asian or Pacific Islander, Non-Hispanic	62.61	65.74
Native American, Non-Hispanic	58.27	63.24
Howard County		
White, Non-Hispanic	66.18	67.15
Black, Non-Hispanic	74.32	76.68
Hispanic	73.46	75.49
Asian or Pacific Islander, Non-Hispanic	68.76	69.75
Native American, Non-Hispanic	71.22	73.87
Total Region		
White, Non-Hispanic	65.92	69.91
Black, Non-Hispanic	82.26	84.09
Hispanic	75.42	78.56
Asian or Pacific Islander, Non-Hispanic	72.82	75.38
Native American, Non-Hispanic	74.06	77.46

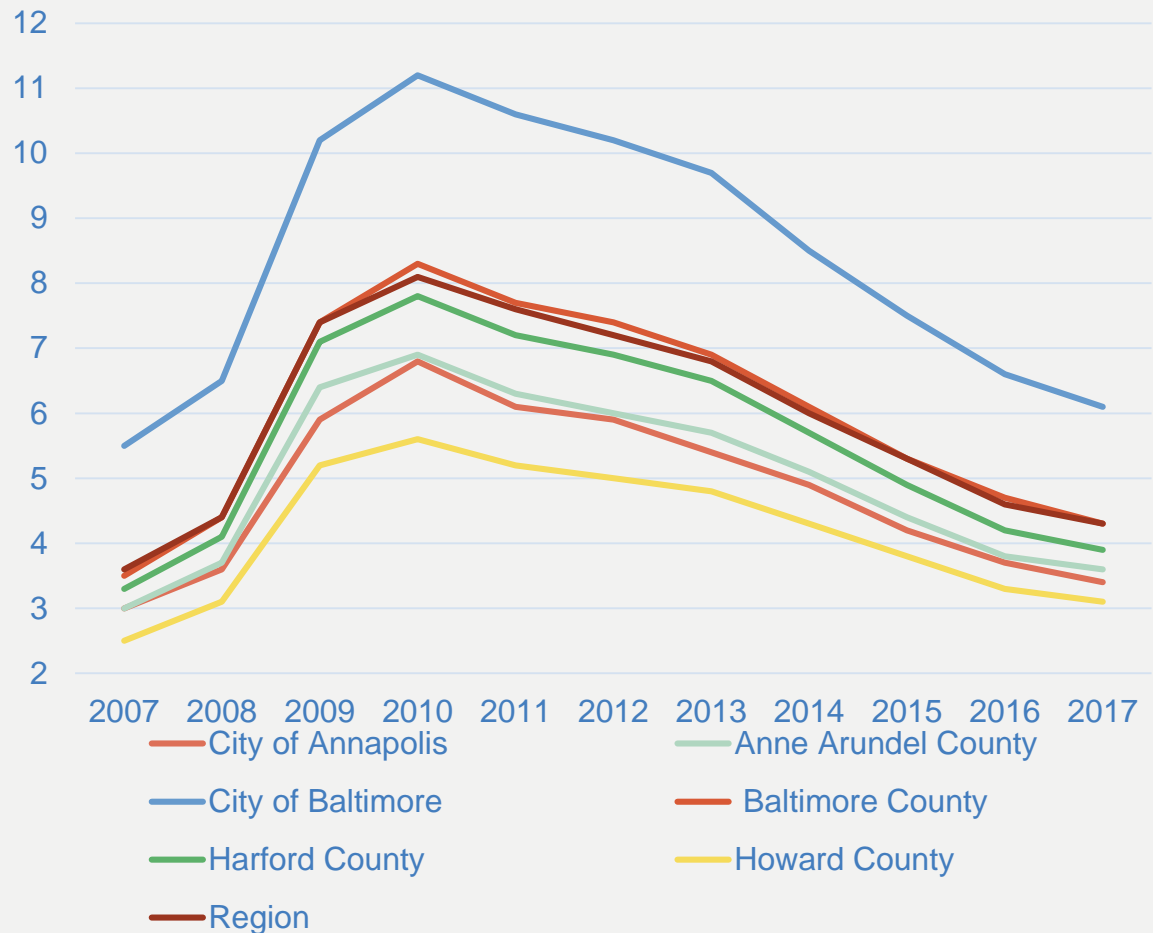
Employment Access

Unemployment

City of Baltimore has the 4th highest unemployment rates of any county in the state (7.7%)

Working-age Black men in Baltimore City are disproportionately impacted by unemployment. Latest Census numbers from 2013: 19% of Black men ages 16-64 in Baltimore City are unemployed v. 5% of White men

Historical Unemployment Rates

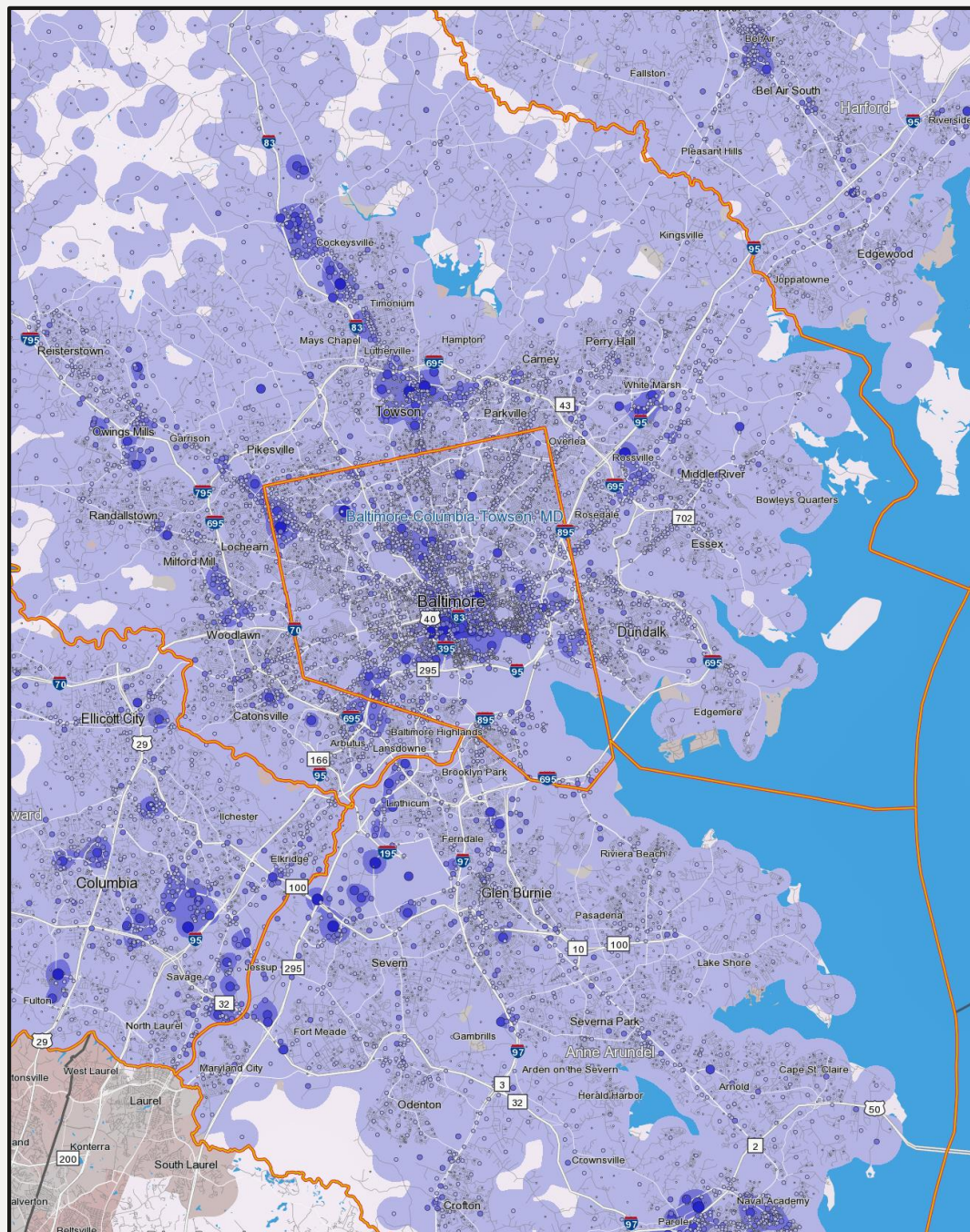


Unemployment by Race/Ethnicity, 2016

	White, non-Hispanic	Black	Asian	Hispanic
Total Region	4.9%	11.4%	4.4%	6.4%
Annapolis	3.2%	12.1%	4.1%	4.2%
Anne Arundel County	5.1%	8.1%	4.6%	4.9%
Baltimore City	5.0%	15.9%	3.8%	7.3%
Baltimore County	5.1%	7.6%	4.8%	7.9%
Harford County	5.4%	9.4%	7.3%	4.8%
Howard County	3.3%	8.6%	3.8%	6.5%

Primary Jobs (2015)
= 1,144,913

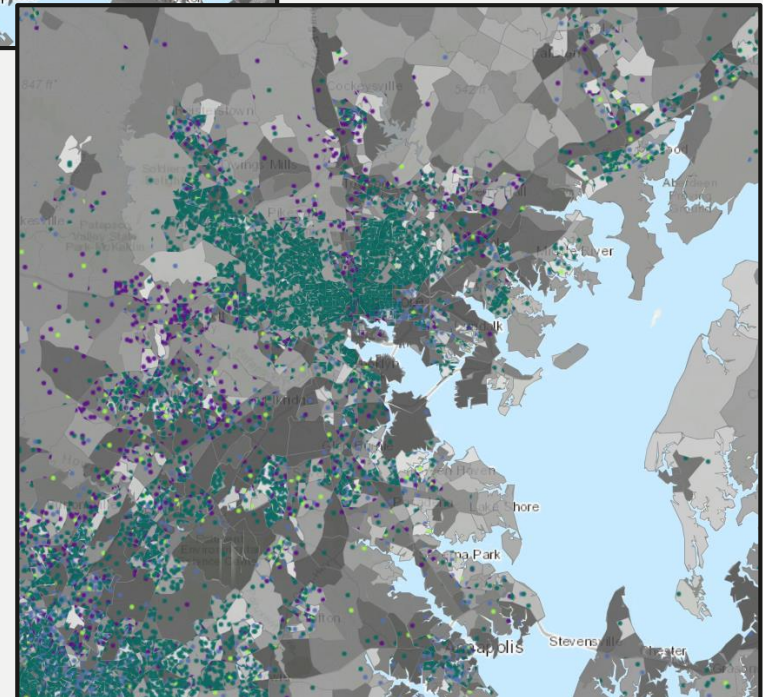
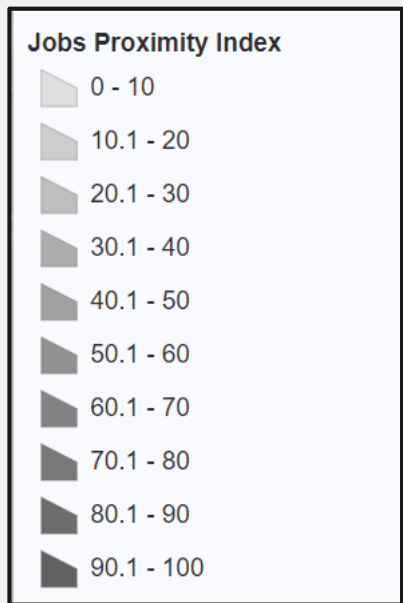
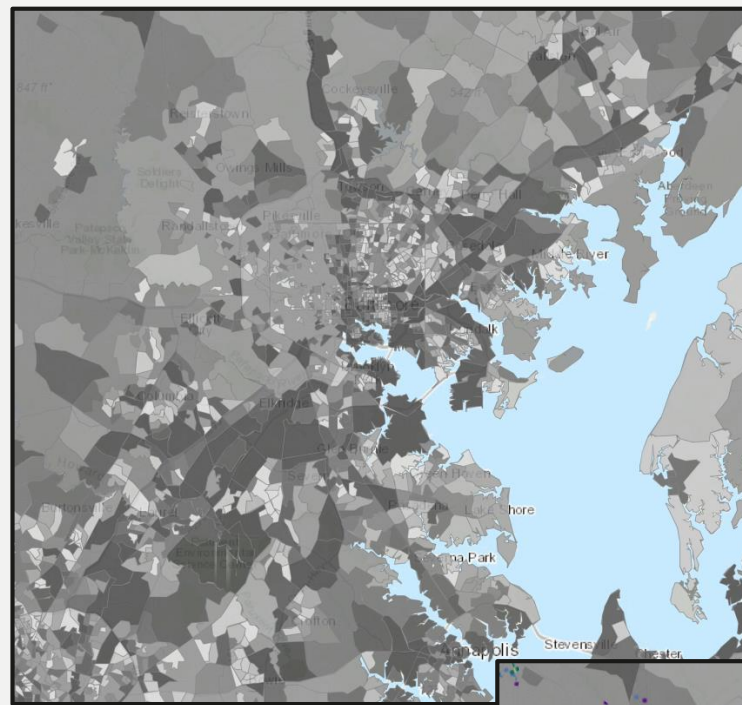
1. Health Care (15%)
2. Retail Trade (10%)
3. Education (10%)



HUD AFFH Access to Opportunity

Job Proximity Factoring in Labor Supply Competition

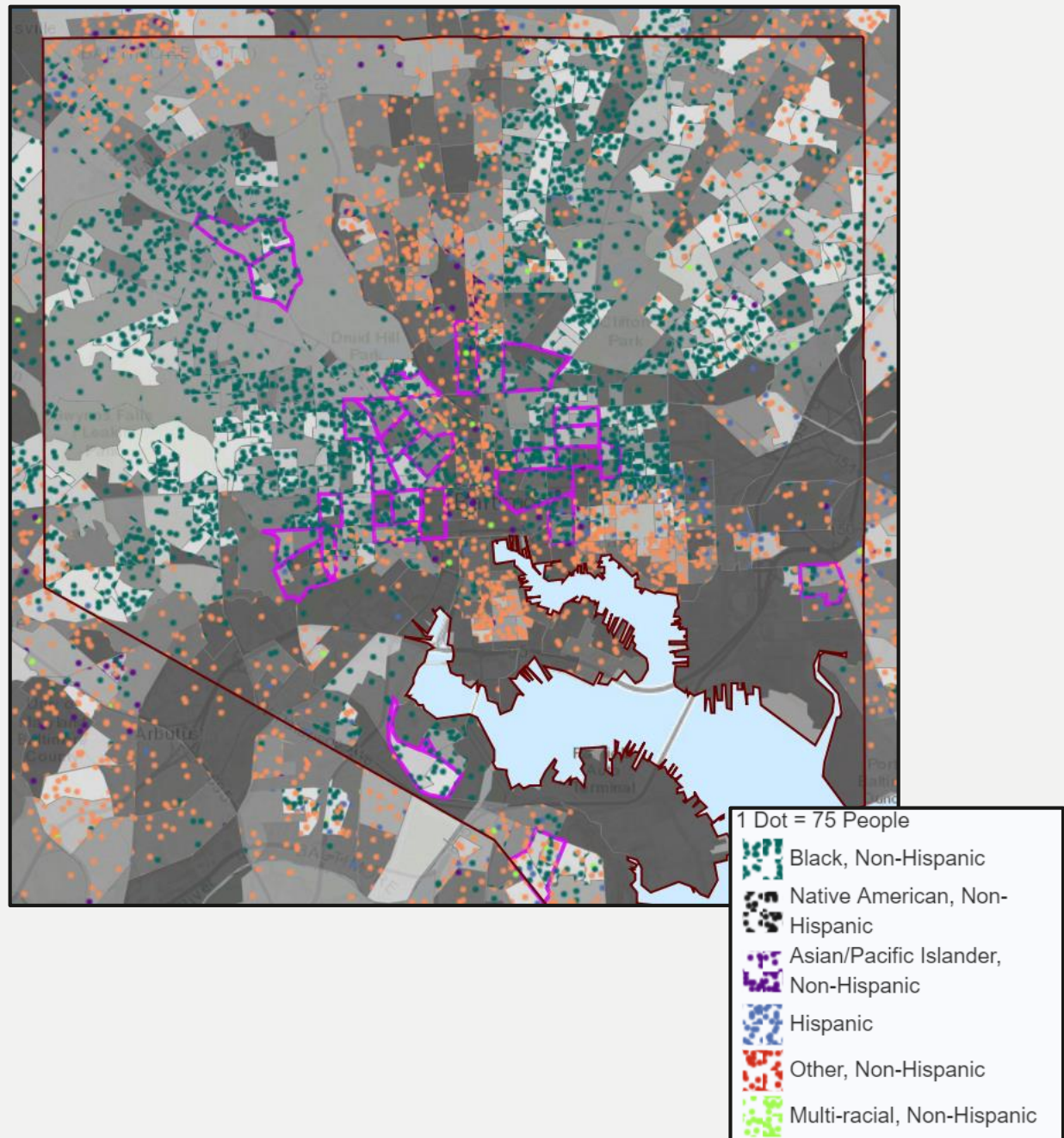
*Access to jobs is lowest
for Black residents*



HUD AFFH Access to Opportunity

Job Proximity, Baltimore City

*Best job access is
largely where White
residents live (orange
dots)*



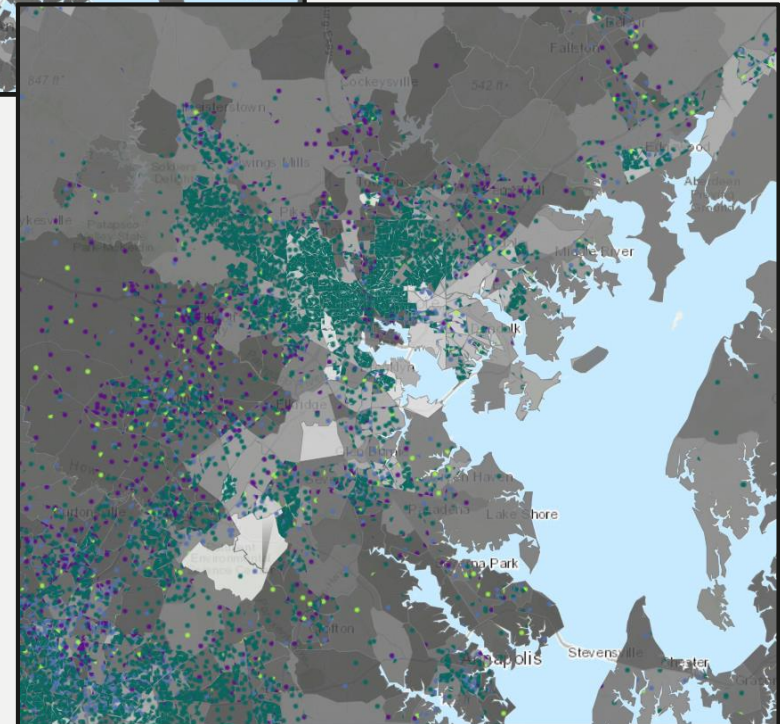
HUD AFFH Access to Opportunity

Labor Market Access

*Residents with the
highest skills—and
best labor market
engagement—live in
suburban areas*



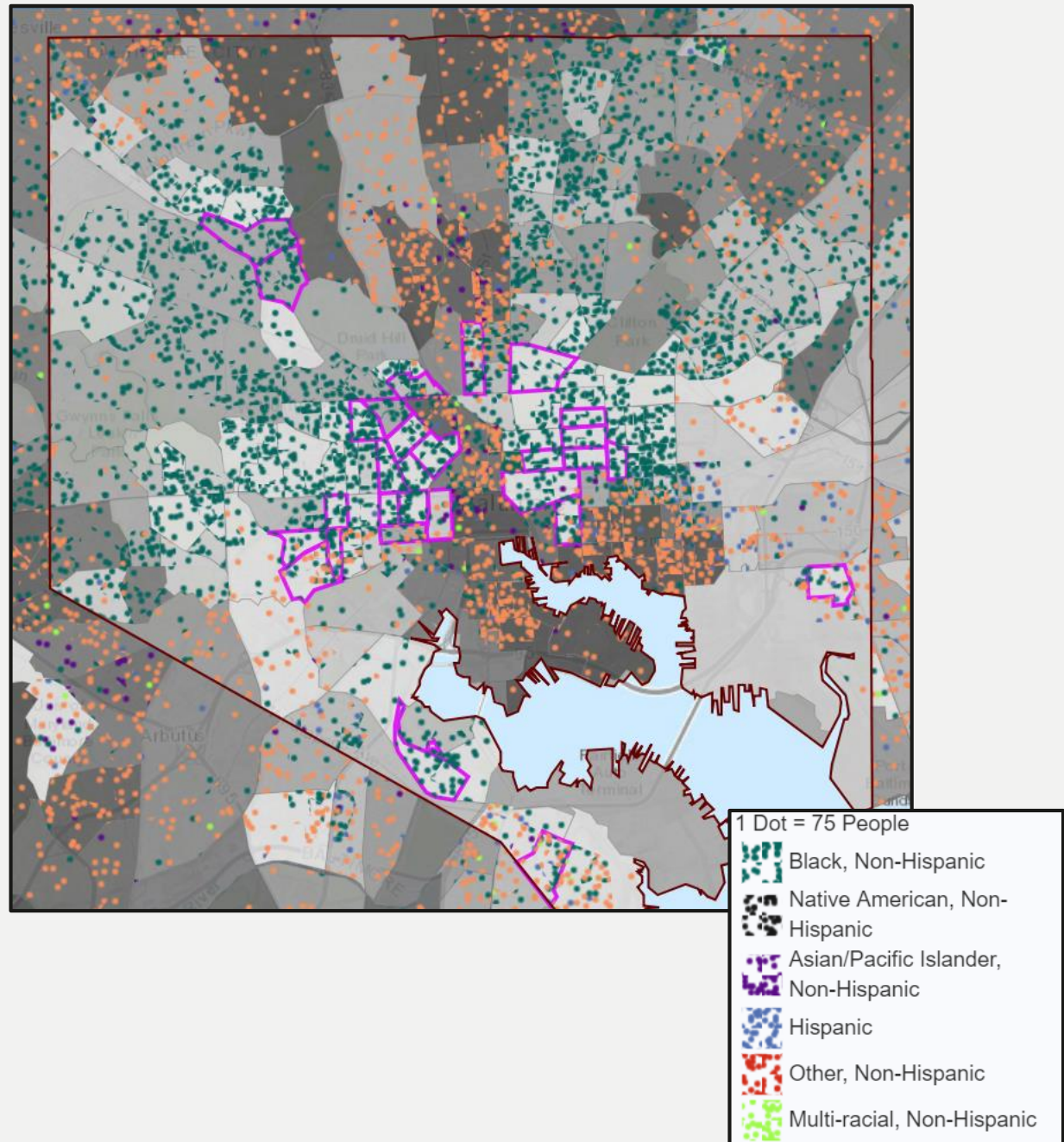
Labor Market Index



HUD AFFH Access to Opportunity

Labor Market Access

*Access to the job
market—labor market
skills and
employment—are low
in most of Baltimore
City*



HUD AFFH Opportunity Indicators

Labor Market

*(unemployment rate +
labor-force
participation rate +
education)*

Jobs Proximity

*(distances between
place of residence and
job)*

*Higher value = greater
access to opportunity and
better outcome*

*Jobs proximity and labor
market access is lowest for
Black residents in
Baltimore, also a resident
group with high
unemployment*

	Labor Market Engagement Index	Jobs Proximity Index
Annapolis		
White, Non-Hispanic	83.84	67.42
Black, Non-Hispanic	75.37	54.95
Hispanic	66.47	54.13
Asian or Pacific Islander, Non-Hispanic	75.54	58.19
Native American, Non-Hispanic	76.54	61.91
Anne Arundel County		
White, Non-Hispanic	72.19	50.31
Black, Non-Hispanic	64.59	44.63
Hispanic	65.31	50.26
Asian or Pacific Islander, Non-Hispanic	71.40	52.22
Native American, Non-Hispanic	66.18	49.14
Baltimore City		
White, Non-Hispanic	64.19	57.87
Black, Non-Hispanic	23.52	39.81
Hispanic	40.96	52.54
Asian or Pacific Islander, Non-Hispanic	66.36	63.39
Native American, Non-Hispanic	34.95	48.93
Total Region		
White, Non-Hispanic	73.30	51.93
Black, Non-Hispanic	44.71	42.85
Hispanic	63.24	50.65
Asian or Pacific Islander, Non-Hispanic	79.57	54.91
Native American, Non-Hispanic	56.38	48.60

HUD AFFH Opportunity Indicators

Labor Market

*(unemployment rate +
labor-force
participation rate +
education)*

Jobs Proximity

*(distances between
place of residence and
job)*

*Higher value = greater
access to opportunity and
better outcome*

*Jobs proximity and labor
market access is lowest for
Black residents in
Baltimore, also a resident
group with high
unemployment*

	Labor Market Engagement Index	Jobs Proximity Index
Baltimore County		
White, Non-Hispanic	69.49	50.69
Black, Non-Hispanic	63.67	44.06
Hispanic	63.17	48.43
Asian or Pacific Islander, Non-Hispanic	76.05	51.90
Native American, Non-Hispanic	55.55	44.51
Harford County		
White, Non-Hispanic	72.33	49.76
Black, Non-Hispanic	52.92	47.10
Hispanic	63.34	50.73
Asian or Pacific Islander, Non-Hispanic	71.67	50.27
Native American, Non-Hispanic	62.81	51.98
Howard County		
White, Non-Hispanic	93.36	54.04
Black, Non-Hispanic	89.21	55.19
Hispanic	89.79	52.76
Asian or Pacific Islander, Non-Hispanic	92.54	56.91
Native American, Non-Hispanic	91.30	58.19
Total Region		
White, Non-Hispanic	73.30	51.93
Black, Non-Hispanic	44.71	42.85
Hispanic	63.24	50.65
Asian or Pacific Islander, Non-Hispanic	79.57	54.91
Native American, Non-Hispanic	56.38	48.60

Largest Employers in the City of Annapolis

	Company	Employees	Business
1	State of Maryland	12,132	State Government
2	Anne Arundel County Government	5,190	County Government
3	U.S. Naval Academy	2,340	Educational Services
4	City of Annapolis Government	550	City Government
5	ARC of the Central Chesapeake Region	390	Non-profit
6	Annapolis Marriott Waterfront Hotel	280	Accommodation and Food Services
7	St. John's College	200	Educational Services
8	Buddy's Crabs & Ribs, Inc	185	Accommodation and Food Services
9	Spa Creek Center Genesis Healthcare	160	Health Care
10	Chart House Restaurant	157	Accommodation and Food Services

Largest Employers in Anne Arundel County

	Company	Employees	Business
1	Ft. George G. Meade	53,733	Federal Government
2	Northrop Grumman	7,725	Manufacturing
3	Anne Arundel Health System	4,000	Health Care
4	Southwest Airlines	3,200	Transportation and Warehousing
5	Maryland Live! Casino	3,000	Arts, Entertainment, and Recreation
6	University of Maryland Baltimore Washington Medical Center	2,901	Health Care
7	U.S. Naval Academy	2,340	Educational Services
8	Walmart	2,106	Retail Trade
9	Booz Allen Hamilton	2,100	Professional Services
10	Anne Arundel Community College	1,849	Educational Services

Largest Employers in the City of Baltimore

	Company	Employees	Business
1	John Hopkins University	25,000	Educational Services
2	John Hopkins Hospital	19,340	Health Care
3	University of Maryland Medical	9,830	Health Care
4	University System of Maryland	9,111	Educational Services
5	MedStar Health	6,027	Health Care
6	LifeBridge Health	5,316	Health Care
7	Mercy Health Services	4,028	Health Care
8	St. Agnes HealthCare	3,267	Health Care
9	Exelon	2,952	Utilities
10	Kennedy Krieger Institute	2,417	Health Care

Largest Employers in Baltimore County

	Company	Employees	Business
1	Social Security Administration and Centers for Medicare and Medicaid Services (CMS)	15,345	Federal government
2	T. Rowe Price	4,200	Financial services
3	Greater Baltimore Medical Center	3,900	Health Care
4	MedStar Franklin Square Hospital	3,900	Health Care
5	University of Maryland, Baltimore County	3,612	Educational Services
6	Towson University	3,476	Educational Services
7	University of Maryland St. Joseph Medical Center	2,250	Health Care
8	CareFirst BlueCross BlueShield	2,220	Health Care
9	McCormick and Company, Inc.	1,900	Spices and food flavorings
10	Sheppard Pratt Health Systems	1,900	Health Care

Largest Employers in Harford County

	Company	Employees	Business
1	Aberdeen Proving Ground (APG)	22,979	Federal Government
2	Upper Chesapeake Health (UCH)	3,129	Health Care
3	Rite Aid Mid-Atlantic Customer Support Center	1,300	Transportation and Warehousing
4	Kohl's	1,255	Retail Trade
5	ShopRite of Maryland	1,000	Retail Trade
6	Walmart	900	Retail Trade
7	Jacobs Technology	874	Professional Services
8	Jones Junction Auto Group	563	Retail Trade
9	Target	500	Retail Trade
10	Wegmans Food Markets	499	Retail Trade

Largest Employers in Howard County

	Company	Employees	Business
1	John Hopkins University Applied Physics Laboratory	5,000	Professional Services
2	Lorien Health Systems	2,000	Health Care
3	Howard County General Hospital	1,827	Health Care
4	Howard Community College	1,438	Educational Services
5	Verizon	1,346	Information
6	Leidos	1,195	Professional Services
7	MICROS Systems	1,052	Professional Services
8	Coastal Sunbelt Produce	1,050	Manufacturing
9	Giant Food	1,050	Retail Trade
10	Wells Fargo	842	Finance and Insurance

Disparities in Access

“State of Affairs” Summary

- Black residents are the most transit-dependent of the region’s residents when examined by race and ethnicity. Persons with disabilities as a class are similarly transit dependent.
- Data indicators show that transit access is best and transportation cost is lowest in Baltimore City, including areas of African American concentration. This is largely due to the presence of transit options and the assumption that a household can save money by not owning a car. This does ignore, though, the lower number of jobs accessible by transit.
- African American residents of Baltimore City, who have the highest unemployment rates and lowest overall labor market engagement, also have the lowest access to employment, when factoring in labor supply competition.
- More than $\frac{3}{4}$ of the region’s new job demand, including both job growth and anticipated turnover, is projected to be outside Baltimore City. Almost half will be in either Baltimore or Anne Arundel Counties.

Progress since 2012 Regional AI

2012 Regional AI:

Encourage Inclusion of Public Transportation in Opportunity Areas

Action Step: Encourage transportation planning agencies to involve housing agencies, housing advocates, and developers of affordable housing.

Implementation:

- Series of education sessions in 2013 for advocates, nonprofit developers, & local housing, transportation, and economic & workforce development agencies.
- Housing agencies and advocates added to email notification lists for Maryland Department of Transportation (MDOT) and Baltimore Regional Transportation Board (BRTB) public involvement opportunities.
- Opportunities for involvement during BaltimoreLink development & implementation.

2012 Regional AI:

Encourage Inclusion of Public Transportation in Opportunity Areas

Action Step: Encourage coordination between transportation and housing agencies to more effectively align housing and transportation investments and resources

Implementation:

- Housing Committee established as primary forum for interaction and cooperation among stakeholders
- October 2016 presentation to Housing Committee by then-MTA planning director Kevin Quinn re: BaltimoreLink development.
- May 2018 presentations by:
 - MTA director of service development Tom Hewitt re: BaltimoreLink implementation so far and
 - Md. DHCD multifamily housing director Gregory Hare re: transportation elements of updated 2018 Low Income Housing Tax Credit (LIHTC) award parameters.

2012 Regional AI:

Encourage Inclusion of Public Transportation in Opportunity Areas

Action Step: Encourage MTA to create a bus line that circles the Baltimore beltway and includes multiple stops.

Implementation:

- Sent March 2013 letter to MTA administrator Ralign Wells, followed by May 2013 meeting.
- Three Express BusLink lines established by MTA as first BaltimoreLink routes rolled out in June 2016.
- All discontinued in February 2018 by MTA because of lack of ridership

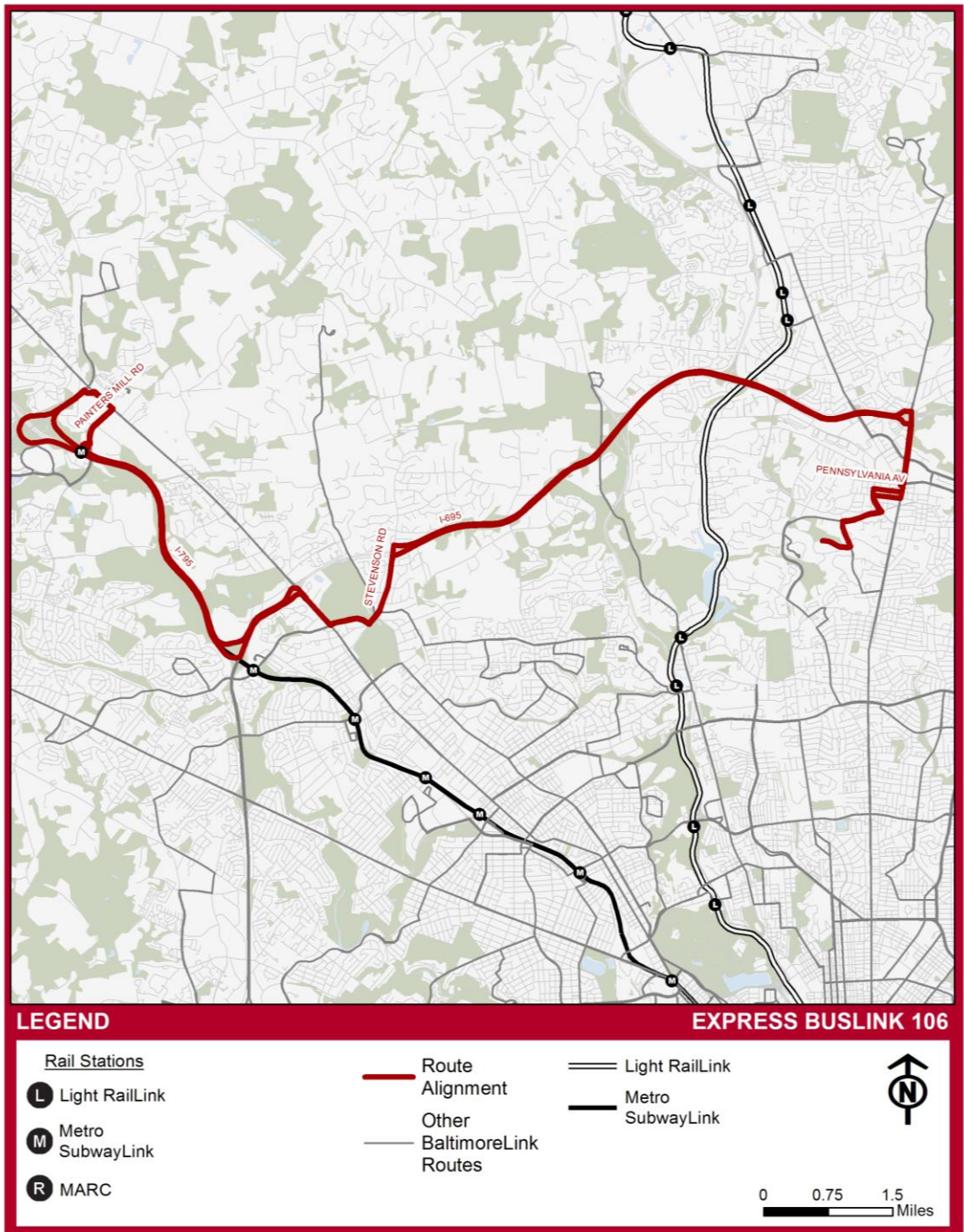
MTA Express BusLink 102 Towson to White Marsh

June 2016 – February 2018



MTA Express BusLink 106 Towson to Owings Mills

June 2016 – February
2018



MTA Express BusLink 107 BWI Marshall Airport – Old Court Metro

June 2016 – February
2018



2012 Regional AI:

Encourage Inclusion of Public Transportation in Opportunity Areas

Action Step: Encourage MTA to review public transportation routes to ensure that:

1. Service is provided between residential opportunity areas and employment opportunity and job growth
2. Service is provided between affordable housing resources and areas of employment and job growth
3. Service is provided between residential opportunity areas and educational institutions and health care facilities, and
4. The various transportation systems are connected for smooth transfers.

Implementation:

- Sent March 2013 letter to MTA administrator Ralign Wells, followed by May 2013 meeting.
- May 2013 meeting followed by Bus Network Improvement Program (BNIP), which morphed into BaltimoreLink development and implementation.

2012 Regional AI:

Encourage Inclusion of Public Transportation in Opportunity Areas

Action Step: Encourage the State to include affordable housing as part of the requirements at sites designated as either a Smart Site or Transit Oriented Development (TOD) site

Implementation – two recommendations in 2014 Regional Housing Plan:

1. Establish a State-level policy to include affordable and accessible housing as an integral element of transit-oriented development (TOD) planning and development.
2. Provide enhanced incentives for inclusionary affordability at TOD projects, including exploring regulator and financial approaches at the State and local levels.

2012 Regional AI:

Encourage Inclusion of Public Transportation in Opportunity Areas

Action Step: Pursue HUD and MD-DHCD Sustainable Communities opportunities, which will include:

1. Working with BMC on responding to Sustainable Communities NOFAs, and
2. Seeking funds to create a regional housing strategy, which would include funds for staff and a study to develop regional funding mechanisms.

Implementation:

1. BMC won 2011 HUD Sustainable Communities grant of \$3.5 million, hired housing policy coordinator, created 2014 Regional Housing Plan.
2. Local governments and nonprofits applying for MD-DHCD Sustainable Communities funds.
3. No regional funding mechanism other than pooling Community Dev't Block Grant (CDBG) funds for coordinator and 2019 Regional AI.

Discussion & Next Steps

Reactions to data and “state of affairs”?

Next Work Group Meeting:

Dec 13 – Disparities in Access to Opportunity Part 2: Education, Poverty, Health

- 1) Suggestions for structure of agenda for next meeting?
- 2) People to consult with/invite to next meeting? Data to consider?