

## Transit and Surrounding Transportation and Housing Costs

### Terms and Definitions

**Private Market Average Rents and Affordable Rental Listings:** Through rental listings identified for its Q3 & Q4 editions of Twin Cities Rental Revue, HousingLink has identified 15,996 private market rental properties in the Twin Cities metro area. Average rents were calculated from that universe of total listings. Affordable rental listings represent an 11,201 record subset of that universe that meets an affordability standard that approximates a family making 60% of AMI spending 30% of their monthly household income on rent. Listings are published and available to the public on an ongoing basis at [www.housinglink.org](http://www.housinglink.org).

**Subsidized Rental Properties:** HousingLink maintains a comprehensive database of subsidized rental housing in the Twin Cities metro area, including detail on programs, income levels targeted, funding sources, and total units. This inventory is available at [www.housinglink.org/hsd](http://www.housinglink.org/hsd).

**Hi-Frequency Transit Network:** The Hi-Frequency Transit Network (HFN) refers to the network of busses as well as the existing Hiawatha Corridor Light Rail Transit (LRT), which promises service every 15 minutes or better. This results in better connectivity to jobs and services, and theoretically does not require riders to refer to a bus schedule.

**Transit Network (HFN) Buffer:** The buffer defines a designated “area of influence” for transit stops, as determined by the Metropolitan Council. For the Hi-Frequency Transit Network (HFN) service, this is a quarter-mile buffer along the entire line; for LRT or BRT (Bus Rapid Transit) service, this is a half-mile buffer from the station areas.

**Park and Ride / Transit Center:** Park-and-ride facilities refer to Metro Transit-operated parking locations that allow riders to leave a personal vehicle in order to connect with the public transportation network. Transit Centers are fixed, central locations where passengers transfer from one route to another. For purposes of analysis, Metropolitan Council does not distinguish between the two types of facilities, neither of which has a designated “area of influence.”

**Housing + Transportation Cost as % of Income:** This metric, provided by the Center for Neighborhood Technology (CNT), refers to the percentage of Area Median Income (AMI) spent on the combined costs of housing plus transportation (H+T). Public policy advocates generally agree that households are cost-burdened with housing costs that exceeds 30% of their income. CNT sets a similar standard for transportation affordability, recommending that no more than 15% of a household’s income be spent on transportation. Combined, 45% is the benchmark for H+T affordability.

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