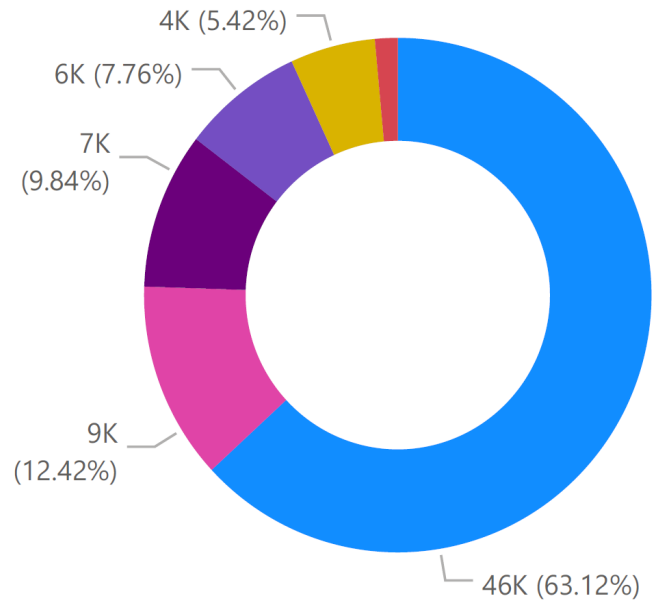
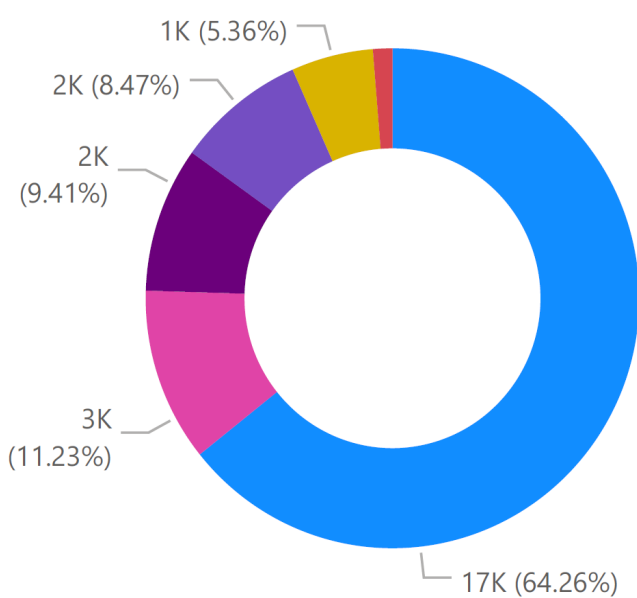


Commute Methods: By Individual Income

Bellevue residents earning <\$50k Annually

Bellevue residents earning >=\$50k Annually



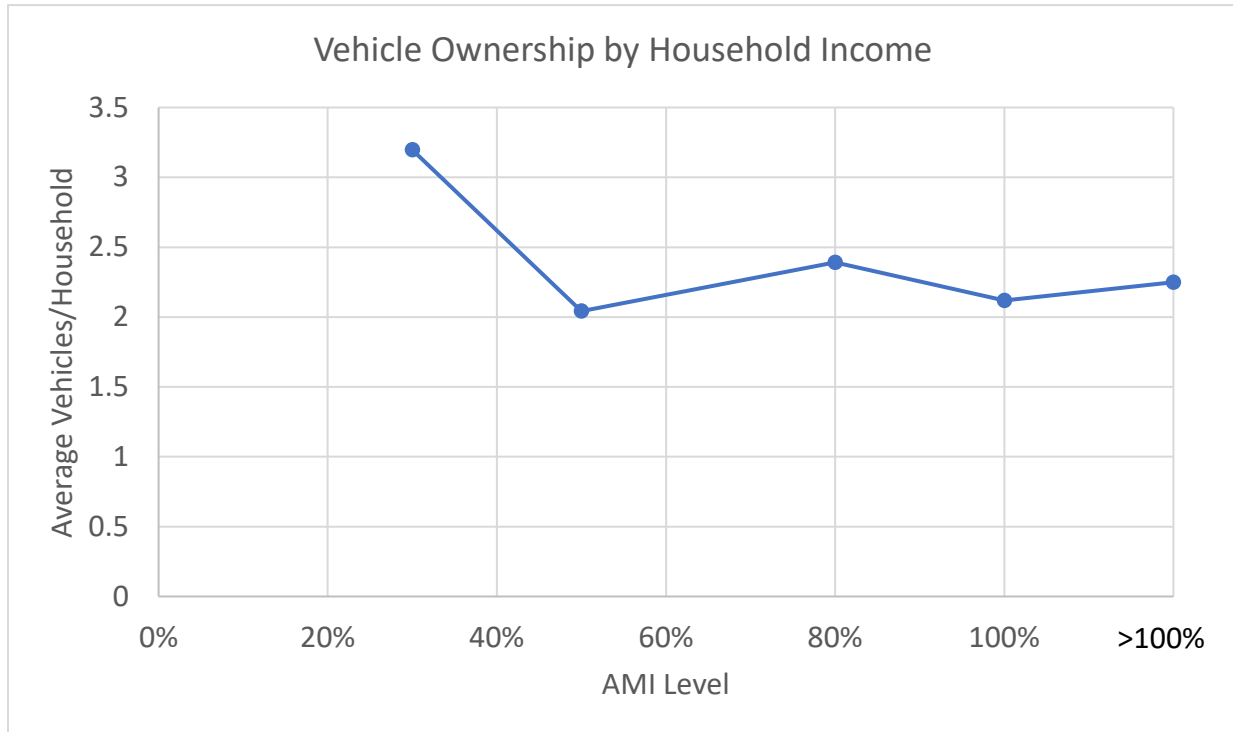
- Car/Truck/Van (Drive Alone)
- Public Transportation
- Car/Truck/Van (Carpool)
- Worked at home
- Walked
- Taxicab/Motorcycle/Other

Source: American Community Survey 5-Year Estimates, 2014-2018.

A single-person household earning \$50,000 would qualify as a household at around 65 percent AMI. This comparison shows that lower income households have very similar commute styles to other households. The rate at which they drive alone to work is even slightly higher than that for higher income households, meaning that about 2/3 of Bellevue residents, including the low-income households, need a car to get to work.

This data is representative of individuals only. A household with more than one adult is even more likely to need a car, since the needs of all adults must be considered. Of those on the ARCH housing list looking for rental housing in Bellevue, 91 percent have identified a need for parking. As an example, 26 of 31 affordable tenants in Cerasa (an existing MFTE project located in Downtown close to the Transit Center) rent parking stalls at full cost.

Bellevue Vehicle Ownership: By Household Income



Source: US Census Bureau. Integrated Public Use Micro-Data Sample of 2014-2018 American Community Survey (5-year estimate). University of Minnesota Population Center.

This chart shows the rate of vehicle ownership as it relates to household income in Bellevue. In general, the vehicle ownership rate is constant at over two vehicles per household across all income levels, with an increase at the lowest income levels. This shows that the lowest income brackets do not have a lower need for parking and may instead have an increased need.

It is also important to consider the impact of parking costs on those residing in affordable housing units. As the above charts show, parking is a necessity for most of these tenants. Therefore, requiring parking as an additional cost on top of their affordable rent further cost-burdens them.

An example scenario can be used to understand this impact. A 55% AMI couple living in a 60% AMI 1-BR unit makes \$47,784 annually. If they must pay for a \$150 parking stall that is not included in their base rent, they would be paying \$1372 per month for housing costs, including parking. This is the equivalent of the housing costs for a 67% AMI household staying within the preferred housing cost range to remain not cost-burdened. The \$150 additional cost accounts for 5.4% of their remaining income, including income tax.