



HOUSING

A HOME YOU CAN AFFORD

**MORE PLACES
TO BUILD**

**LOWER BUILDING
COSTS**

**FIVE MILLION
NEW HOMES**

Housing is the single largest monthly expense for most families, and it keeps getting more expensive. As Americans spend more of their income just to pay their rent or mortgage, housing costs are putting growing pressure on household budgets. At the same time, for many young people, the dream of homeownership is slipping further out of reach. **A third of American adults under 35 still live at home with their parents, and most are now nearly 40 years old by the time they can afford their first home.**

The problem is that we're in a housing shortage of around five million homes, and we're not building enough to close the gap. Housing is difficult to finance, increasingly expensive to build, and too often, prohibited from being built in the places where demand is the greatest. As long as the supply of homes fails to keep up with the number of people who need them, families will keep competing over too little housing and paying more for it.

That's why our plan is simple: **build more housing**. That means making it easier to build more homes in communities across the country. It means cutting unnecessary regulatory and construction costs that make every new home more expensive. And it means expanding access to the financing needed to get more homes built. The 21st Century ROAD to Housing Act, the most significant federal housing legislation enacted in decades, was an important step toward solving the country's housing crisis. Now we need to build on that progress and keep removing the barriers that prevent America from building the homes families need.

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FOR BUILDING MORE
HOUSING

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TRANSIT

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GOVERNMENT PROPERTY

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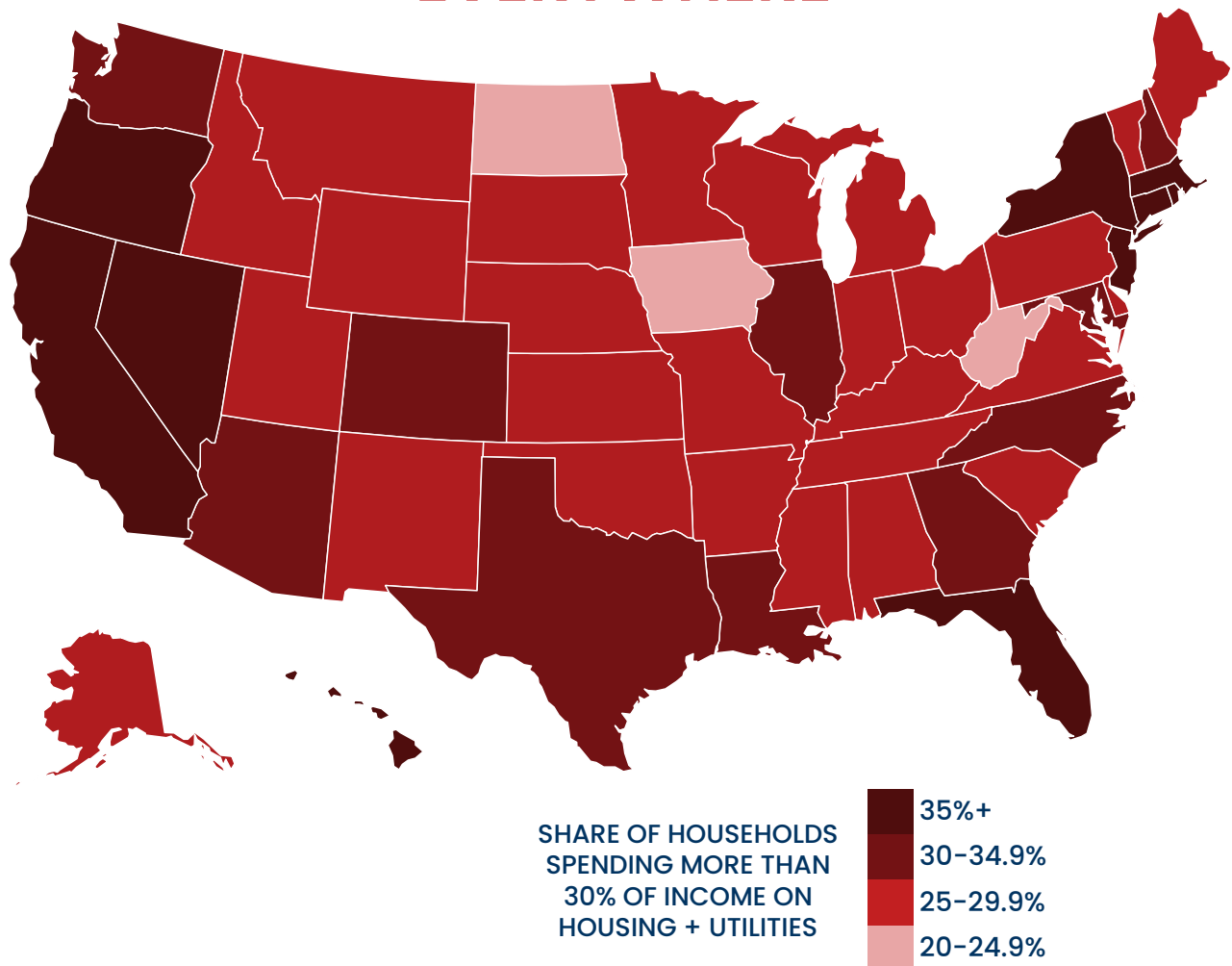
TURN LEGISLATION INTO CONSTRUCTION

IMPLEMENT THE 21ST
CENTURY ROAD TO
HOUSING ACT

1 EXPAND WHERE HOUSING CAN BE BUILT

A major barrier to closing America's housing shortage is that too much land is off limits to housing. In cities across the country, the vast majority of residential land is zoned exclusively for building single-family homes, limiting how much housing can be built even in places where demand is high. Meanwhile, valuable land that could support new housing, including underused public property, often sits unavailable for development. This constrains supply, pushes development farther from jobs and services, and makes it harder for communities to add the homes they need. The fix starts with giving communities stronger incentives to build more homes, particularly in areas where infrastructure already exists to support production.

HOUSING IS TOO EXPENSIVE EVERYWHERE

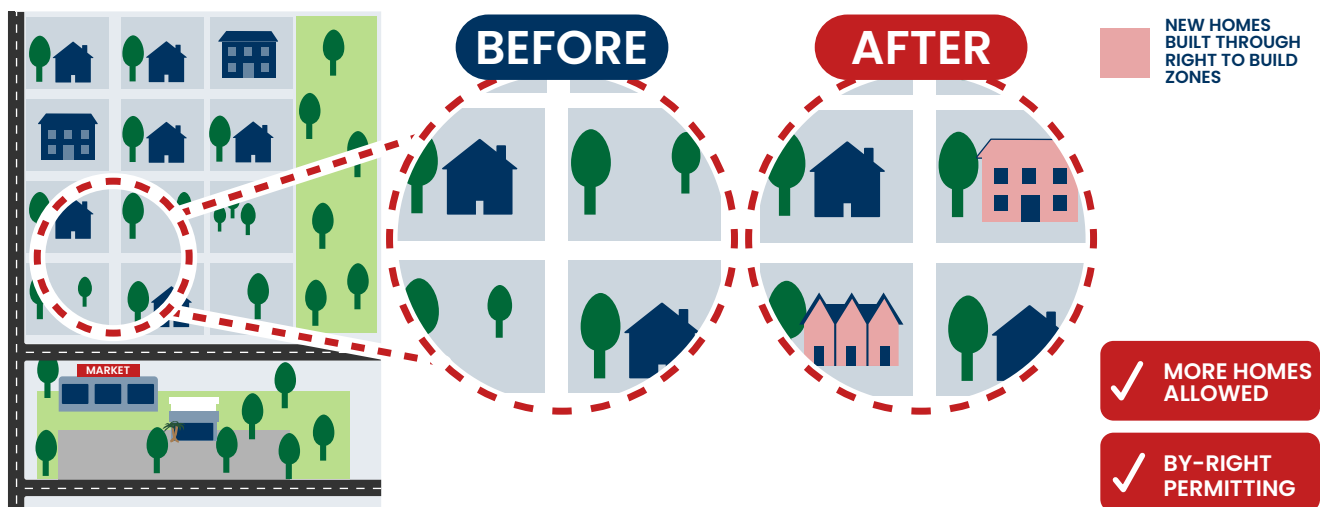


REWARD COMMUNITIES FOR BUILDING MORE HOUSING

Right now, it is often too easy for local governments to say no to new housing. They're the ones who deal with the political pushback that comes with growth and have to cover the added costs – such as roads, schools, and water systems – that fees charged to developers may not fully offset. As a result, many places leave outdated zoning rules in place and fail to build enough homes to keep up with demand. Right to Build Zones can change that by incentivizing cities to build more housing.

With Right to Build Zones, cities voluntarily designate areas where housing is automatically approved if it meets standardized, pro-housing zoning and permitting rules. This significantly cuts delay and uncertainty for builders. In exchange, the federal government pays the city a fixed amount for each new home completed in the zone above the community's recent construction baseline. For example, a \$10,000 payment per unit would be approximately equivalent to the average impact fees local governments charge developers for new multifamily housing, helping cover the costs of added growth and giving communities a huge incentive to allow more construction. **Local communities would remain in control of where and how they grow while the federal government rewards those that build.**

HOW RIGHT TO BUILD ZONES WORK



OUR SOLUTION

Provide federal funding to communities that build more homes by adopting pro-housing zoning reforms in locally designated areas.

BUILD HOUSING NEAR TRANSIT

If taxpayers spend millions building a train station or bus line, local governments shouldn't make it harder for people to live nearby. But in communities across the country, restrictive zoning limits the amount and type of housing that can be built near transit. That means that fewer families are able to live within a reasonable commute to the jobs and services transit is meant to connect them to, forcing longer commutes and higher transportation costs. And even when zoning rules permit new housing, it can be difficult for housing and mixed-use projects near transit to access low-cost federal financing, delaying or preventing them from being built.

61%

of commuter rail stations in New York and New Jersey are surrounded by zoning that severely limits or prohibits multifamily housing.

OUR SOLUTION

Direct more federal transit grants and financing opportunities to communities that allow more homebuilding near transit.

BUILD HOMES ON GOVERNMENT PROPERTY

The federal government controls a vast real estate portfolio, including office buildings, parking lots, and other properties in every corner of the country. Many of these properties are underutilized. The General Services Administration (GSA) manages almost 80 million square feet of assets that it considers non-essential to its operation. The Postal Service likewise owns thousands of underutilized properties within a broader 20,000-acre real estate portfolio, over a third of which is in urban and suburban areas near jobs, transit, and public services. Yet neither agency has the mandate it needs to turn underused government property into housing. That's a massive missed opportunity: **just converting postal sites to new housing could produce up to 237,000 homes while generating revenue for the Postal Service.** And a smarter, housing-focused approach to GSA's property disposals could unlock tens of thousands more homes.

OUR SOLUTION

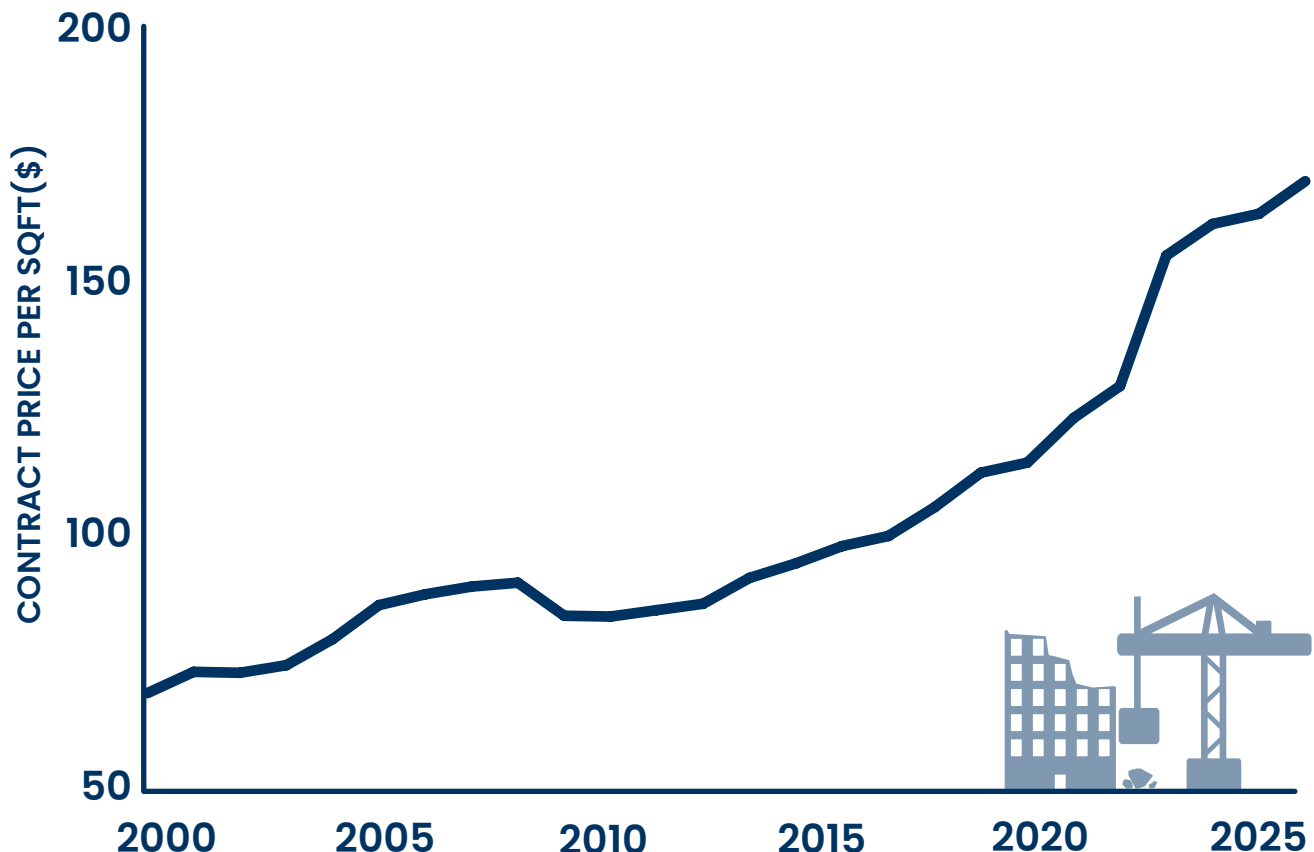
Direct federal agencies to convert underused government property into housing.

2 REDUCE THE COST AND DELAY OF BUILDING HOUSING

Housing construction today is stuck in slow motion. Lengthy approval processes, outdated or inconsistent building requirements, and policies that increase the cost of materials bog down projects in costs and uncertainty before a single nail is hammered.

A new home takes two months longer on average to complete than it did a decade ago, and every day delayed raises costs for homebuyers. Tariffs and other federally imposed costs on imported construction materials can balloon the cost even more. Making housing more affordable means making the construction process itself faster, simpler, and cheaper. Modernizing building standards, streamlining unnecessary regulatory delays, and reducing material costs lets builders deliver more homes in less time and stretches every construction dollar further.

CONSTRUCTION COSTS ARE RISING

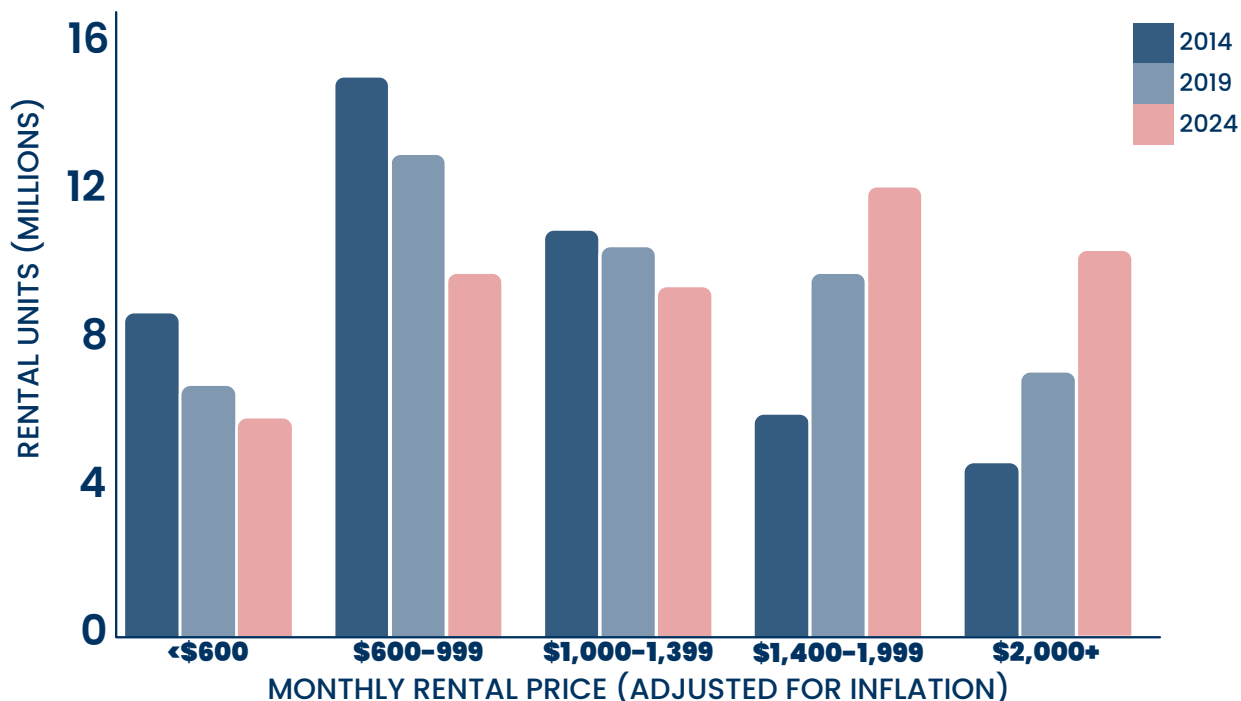


STOP MAKING BUILDING MATERIALS COST MORE

It is more costly to build new homes and apartments today than it was a decade ago. **In the last five years alone, the cost of all material inputs to new residential construction jumped 42%**, compared with a 7% increase over the previous five years. Inflation and supply chain shocks explain part of that increase, but federal policies make things worse.

For example, under the Build America, Buy America Act, federally funded affordable housing projects are generally required to use construction materials that are produced in the United States. By some estimates that can increase project costs by 15 to 25%. Tariffs add further strain by driving up prices for imported steel, lumber, aluminum, and equipment for market-rate construction, and are estimated to have added nearly \$11,000 just to the cost of building a single-family home. Together, these additional costs make it significantly more expensive to build new housing and can delay or prevent affordable homes from being built altogether.

DECLINING SUPPLY OF LOW-RENT UNITS



OUR SOLUTION

Exempt affordable housing from Buy America requirements and provide targeted tariff relief for residential construction materials.

MODERNIZE BUILDING CODE STANDARDS AND STREAMLINE ADOPTION

National model building codes play a crucial role in improving health and safety. But these codes are updated every three years, and many communities don't have the resources or expertise to evaluate new editions, understand their cost and safety impacts, and decide which changes make sense to adopt locally. That can leave builders to navigate a patchwork of different codes across jurisdictions and raise costs overall by making it harder to build at scale.

Overly prescriptive codes can also make it harder for builders to adopt new cost-saving innovations, like new construction materials and methods, even when those approaches meet the same safety standards. Providing local governments with help keeping up with regular code updates and identifying opportunities to add more performance-based flexibility into their building codes can bring down housing construction costs while preserving strong health and safety protections.

OUR SOLUTION

Help local governments evaluate model building code updates for cost, safety, and performance.

STREAMLINE REGULATIONS ON MASS TIMBER TRANSPORTATION

Builders are increasingly looking to mass timber – an engineered wood product that is made by bonding together smaller pieces of wood – to construct projects like mid-sized multifamily housing. That's because mass timber is lighter and requires less on-site labor than concrete and steel, **allowing for construction that is 25% faster**. But moving mass timber across jurisdictional lines can be costly and difficult because of its size. To do so, builders have to navigate a maze of inconsistent state and local rules for oversized loads. Streamlining these rules would make mass timber easier to use at scale, helping builders deliver mid-sized housing projects faster and at lower cost.

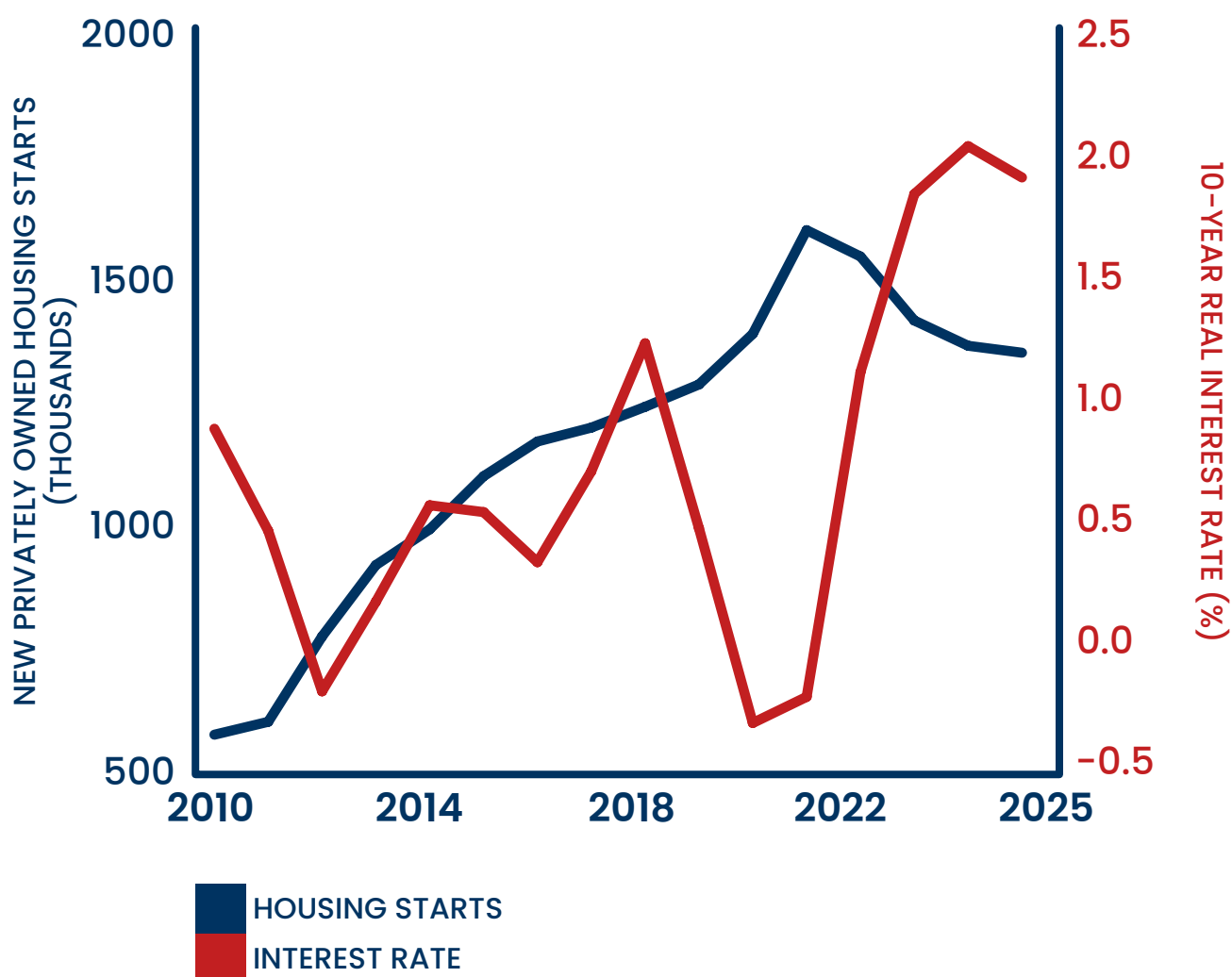
OUR SOLUTION

Incentivize states to streamline and coordinate approval of oversized load transportation for mass timber.

3 IMPROVE ACCESS TO CAPITAL FOR HOUSING PROJECTS

Even when communities allow more housing and builders are ready to build it, projects can't move forward without reliable and affordable financing. But residential builders and developers have reported tightening credit conditions for over four years, making it more expensive to buy land and finance construction. At the same time, delayed processing times, restrictive lending requirements, and gaps in available financing can leave otherwise viable projects stalled before they ever break ground. Expanding access to flexible, affordable capital can get more projects built, attract more private investment, and ultimately increase the housing supply.

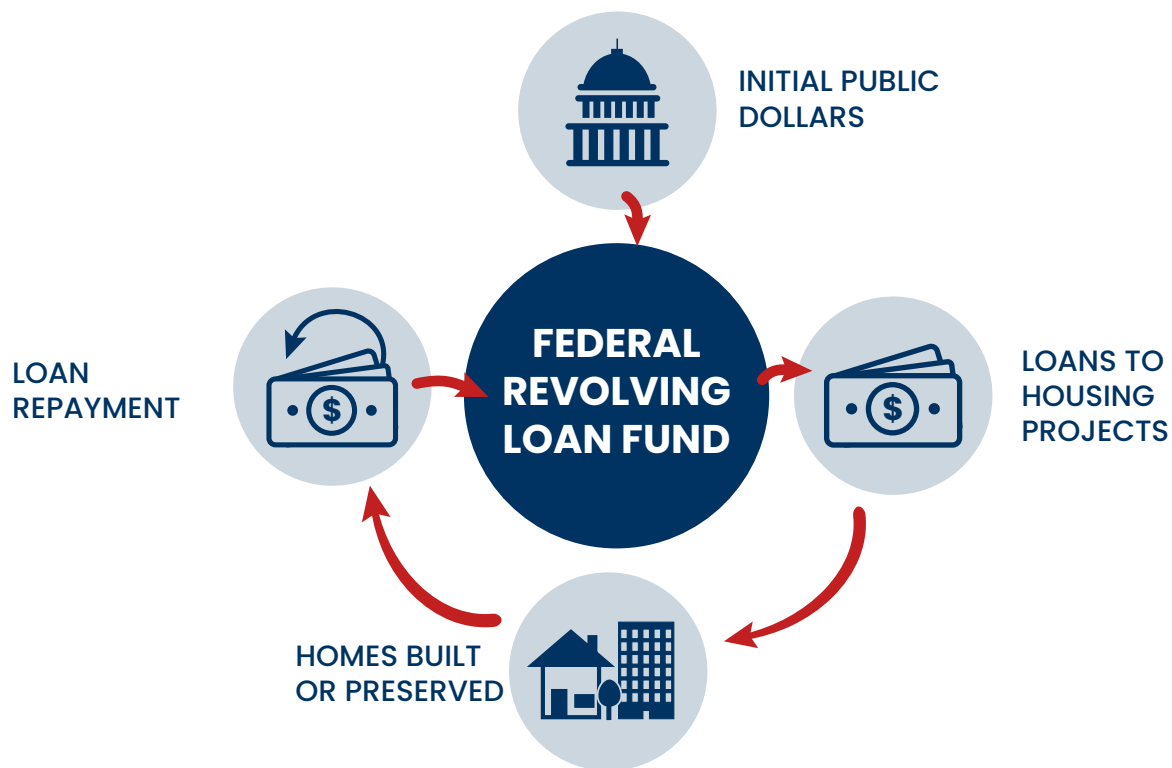
HIGH RATES ARE HURTING HOUSING STARTS



ESTABLISH A FEDERAL REVOLVING LOAN FUND FOR HOUSING

Even when they are financially viable, some housing projects struggle to secure financing because they are too small, too complex, or too unconventional to fit traditional underwriting models. States and localities have increasingly addressed this gap through revolving loan funds, which provide flexible financing for housing development and then use repayments to fund the next round of projects. Unlike one-time grants, **this model stretches public dollars further by allowing the same capital to support multiple rounds of housing investment over time.** A federal revolving loan fund would do the same at scale: offering lower-cost financing for projects that could expand housing supply but can't easily access conventional credit.

HOW A REVOLVING LOAN FUND WORKS



ONE INVESTMENT CAN SUPPORT MULTIPLE ROUNDS OF HOUSING PRODUCTION

OUR SOLUTION

Establish a federal revolving loan fund that fills financing gaps for the construction of more housing.

STREAMLINE FHA FINANCING FOR INFILL HOUSING

Construction loans backed by the Federal Housing Administration (FHA) offer developers better terms than conventional financing, but federal red tape can make them too slow and expensive to use. **An FHA multifamily construction loan can take nine months to a year to close, compared to two to three months for conventional financing**, in part because the Department of Housing and Urban Development (HUD) relies on outdated technology and inefficient processes to review them. FHA loans can also trigger federal environmental review even for projects on already developed urban land, adding more time and cost to straight-forward redevelopment projects like converting a vacant parking lot into infill housing. Modernizing and streamlining FHA financing would lower costs and help build tens of thousands more homes each year.

OUR SOLUTION

Accelerate multifamily lending by modernizing HUD systems and underwriting, and implementing new infill housing categorical exclusions.

HELP HOMEOWNERS FINANCE ACCESSORY DWELLING UNITS

Accessory dwelling units (ADUs) – small second homes built on existing residential lots – **can add housing without requiring new land or large-scale construction**. But even where local zoning rules allow them, homeowners can struggle to finance the upfront cost. As a result, ADUs are mostly built by homeowners who have enough cash to pay for construction themselves, even though evidence suggests more would build them if affordable financing options were available. A federally insured second-mortgage product would fill that gap by letting homeowners finance construction based on terms that take into account the ADU's future value and rental income and without giving up their existing mortgage rate. **Even a small increase in ADU construction could substantially increase housing supply:** raising the national share of homes with ADUs from around 1% to California's 3% would add over a million new homes.

OUR SOLUTION

Provide federally backed second mortgages to finance ADU construction.

4 TURN LEGISLATION INTO CONSTRUCTION

America's housing shortage is the product of decades of underbuilding and policies that make it too hard or too expensive to add new homes. The 21st Century ROAD to Housing Act is the most significant federal response to that challenge in decades. It tackles barriers across the housing market, from restrictive zoning and financing constraints to obstacles facing manufactured housing and smaller multifamily projects. Effectively implemented, these reforms will make it easier to build more homes in more communities.

IMPLEMENT THE 21ST CENTURY ROAD TO HOUSING ACT

Passing the 21st Century ROAD to Housing Act was just the first step in expanding the housing supply. Now, the federal government has to make sure the law's reforms translate into homes actually getting built. Full implementation demands 124 required actions by 11 different agencies. And the government is on the clock: 58 actions are due in the first year alone and the authority for many others expires within seven years or less. The bulk of the work – more than 70% of those actions – falls on HUD, which is facing staffing reductions of roughly 30% in key offices. That capacity gap threatens the law's success, and with a growing shortage of affordable homes across the country, failure is not an option.

ROAD IMPLEMENTATION ACTIONS BY LEAD AGENCY



OUR SOLUTION

Provide the resources, funding, and oversight needed to turn the 21st Century ROAD to Housing Act's housing reforms into new homes.