

***The Intersection of Housing and
Transportation Choices in Massachusetts***

CHAPA Breakfast Forum

January 12, 2012

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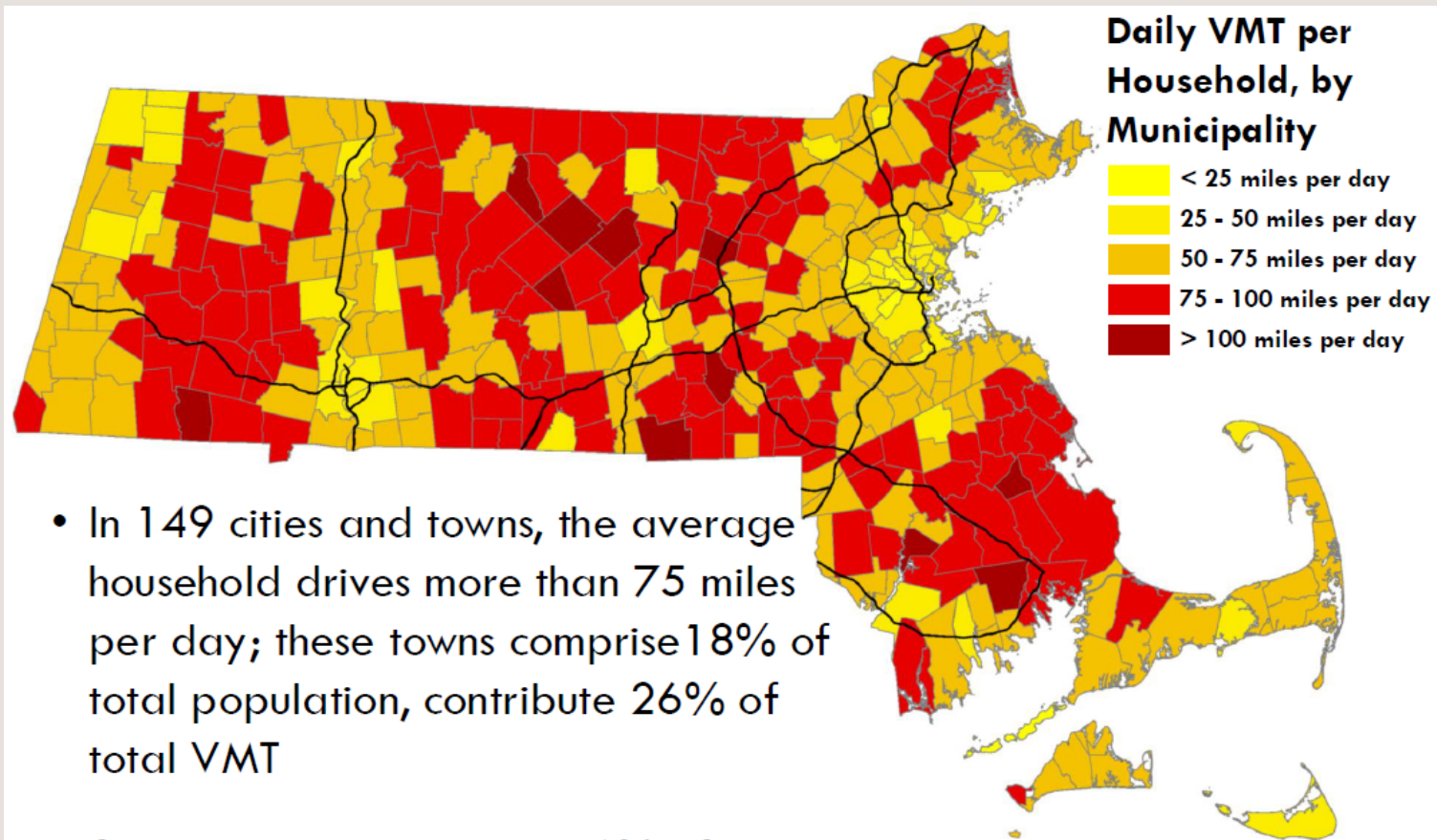
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Issues to think about

- What is “location efficiency”?
- Are location efficient communities always more affordable?
- How can transportation policy improve access to opportunity?
- How do we change policy in Massachusetts to improve housing and transportation choices?

What is “location efficiency”?

One way to think about location efficiency



- In 149 cities and towns, the average household drives more than 75 miles per day; these towns comprise 18% of total population, contribute 26% of total VMT
- 8 Inner Core cities have 16% of population, generate 8% of total VMT

Source: Metropolitan Area Planning Council

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Some places are more location efficient than others

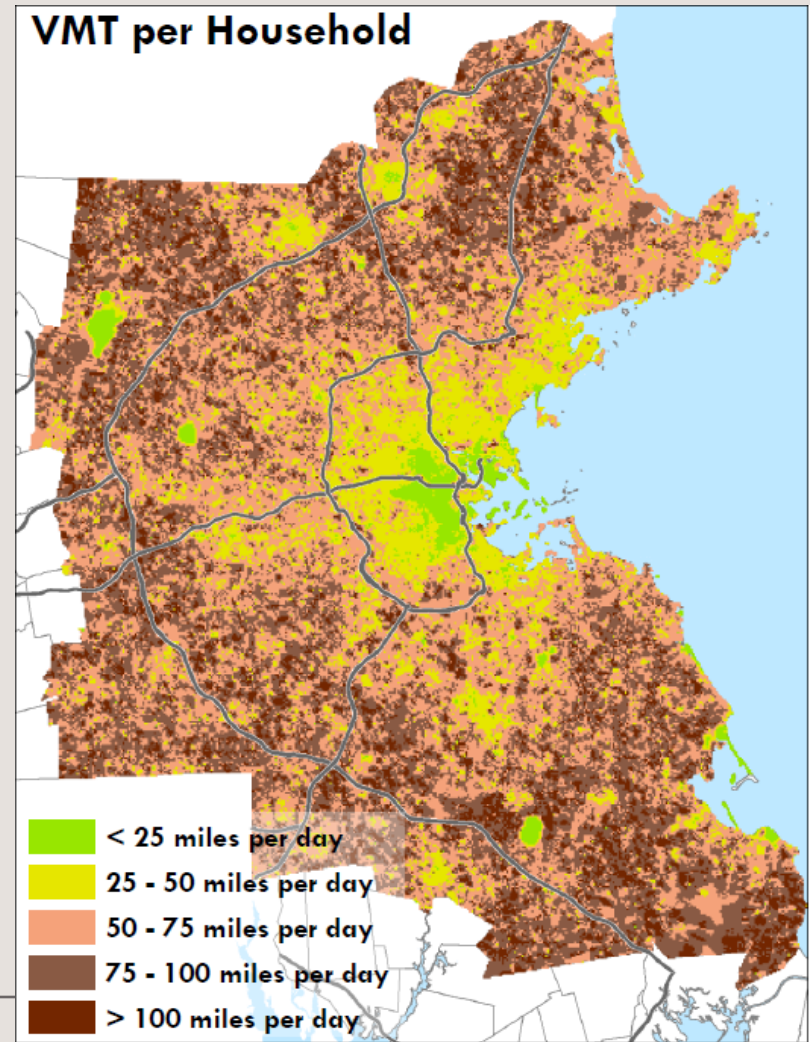
The average greater Boston household drives 49 miles per day

Community Type	% of Region's Households	% of region's VMT	Average VMT per Household
Inner Core	34%	20%	29
Regional Urban Centers	25%	24%	48
Maturing Suburbs	22%	28%	61
Developing Suburbs	19%	27%	73

Source: *Metropolitan Area Planning*

Council

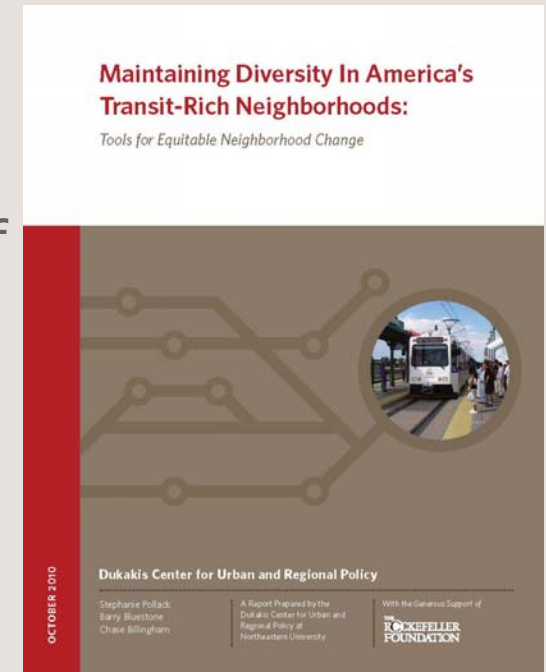
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Are location efficient communities
always more affordable?

We found that . . .

- There is no single pattern of neighborhood change – but most newly transit-served neighborhoods do change
- Gentrification (defined as increases in incomes and rents/property values) occurred in an overwhelming majority of transit-rich neighborhoods studied
 - Especially those that started with greater numbers of low-income renters
- We did not find clear evidence of displacement
 - Racial/ethnic composition did not change significantly even while incomes rose



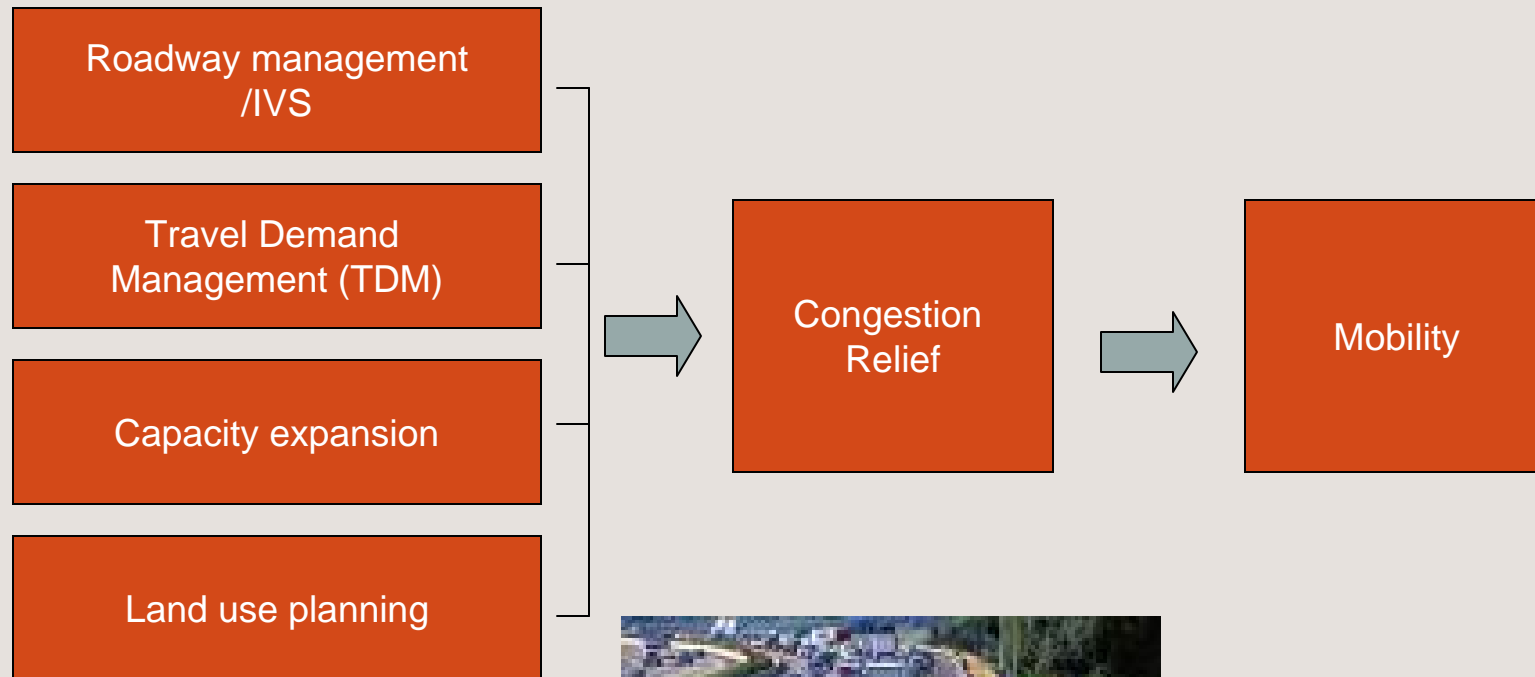
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Two undesirable patterns of neighborhood change

- Higher housing cost burdens for renters who stayed
 - Neighborhood incomes increase but not necessarily incomes of all households
 - The burden is on those who stay in the neighborhood (whereas displacement is about those who leave)
- Rising numbers of car-owning households
 - Higher income is associated with higher rates of vehicle ownership
 - In some TRNs, use of public transit for commuting rose slower (or, in some cases, declined faster) than in the metro area

How can transportation policy improve access to opportunity?

Transportation policy tends to focus on mobility . . .



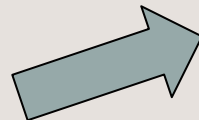
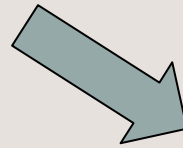
. . . Instead of accessibility

MEANS

Mobility

Proximity

Connectivity



END

Accessibility

Transportation policy should focus on access to the things we want . . .

We want



We want



We want



We want



Not



Not



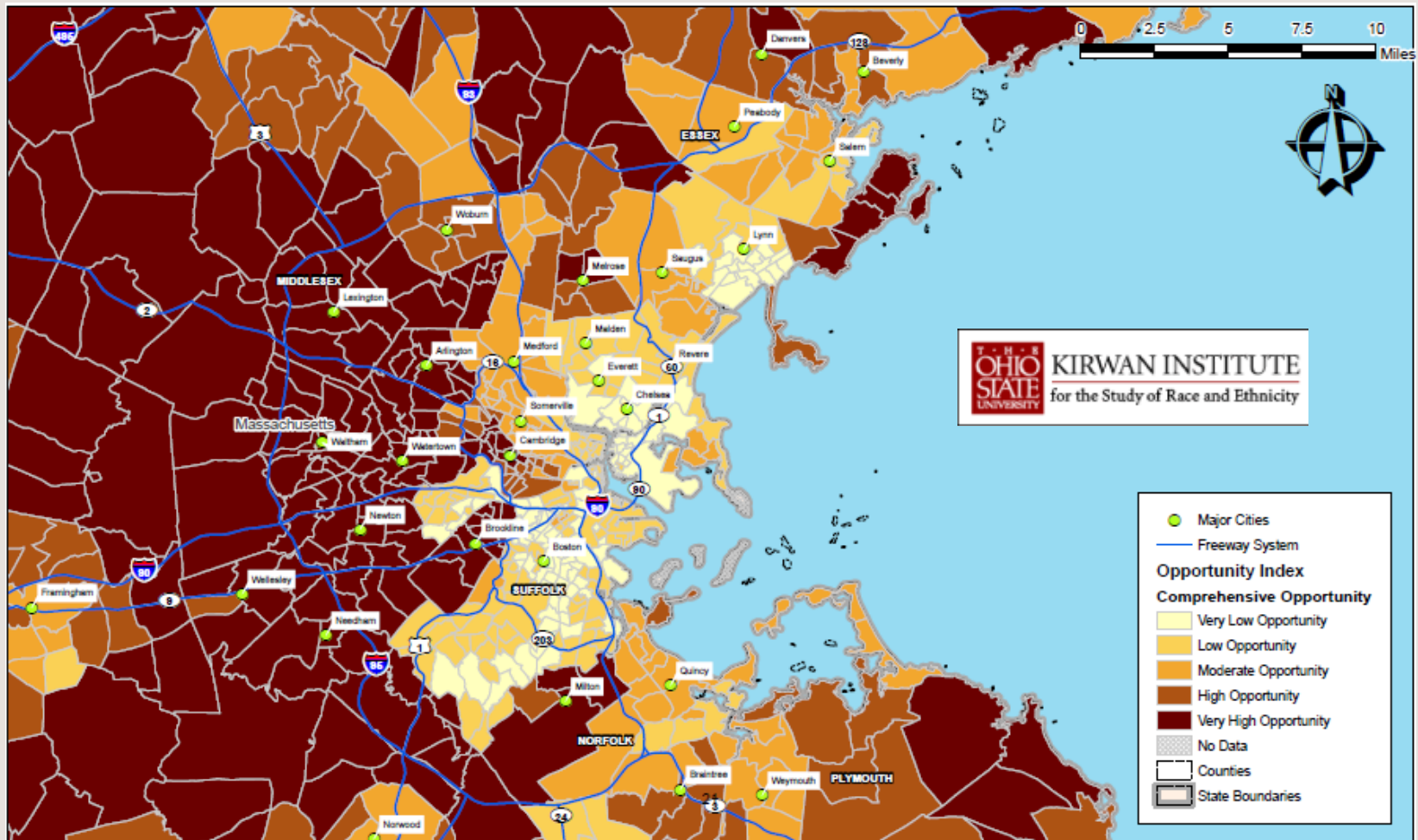
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Not



. . . Which are not distributed evenly across communities



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So policy needs to change

- Focus on total affordability (H+T)
- Reward location efficiency in housing and land use policy
 - But remain attentive to issues of equity
- Improve accessibility, not just mobility

Access to opportunity can be improved by:

- Creating more opportunity in lower opportunity communities
- “Opening up” higher opportunity communities
- Connecting lower” opportunity communities to opportunity elsewhere through better transportation connections

Transportation for Massachusetts (T4MA) works to

- **Build for prosperity over the long-term:** A strong and competitive economy depends on access to jobs, schools, cultural and recreational sites. T4MA works to build a transportation system that supports and connects our communities, and helps make them better and healthier places to live and work.
- **Spur investment in transportation improvements and get the best return on those investments:** T4MA seeks innovative ways to fund transportation—both to maintain the existing system and to expand it to meet our needs over the next 50 years—while ensuring that everyone benefits from these public investments.
- **Provide people in every part of the Commonwealth safe, convenient and affordable choices:** The coalition advocates for more and better public transit that meets the needs of riders, as well as communities and streets designed for use by car, pedestrian, bicycle, bus and rail traffic.