



**UTC Project Information – Cooperative Mobility for Competitive Megaregions (CM<sup>2</sup>)**

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| <b>Project Title</b>  | Location Affordability and Fair Housing on a Collision Course?  |
| <b>University</b>   | University of Texas at Austin & University of Pennsylvania  |
| <b>Principal Investigators</b>  | Jake Wegmann, Erick Guerra, Vincent Reina   |
| <b>PI Contact Information</b>   | jagw@utexas.edu, erickg@upenn.edu, vreina@upenn.edu   |
| <b>Funding Source(s) and Amounts Provided</b><br>(by each agency or organization) | U.S. Department of Transportation: \$49,896 to UPenn and \$12,908.70 to UT Austin<br>University of Texas at Austin: \$31,402.35   |
| <b>Total Project Cost</b>   | \$94,207.05   |
| <b>Agency ID or Contract Number</b>   | UTDOT Grant number: 69A3551747135   |
| <b>Start and End Dates</b>  | 9/1/2017 - 8/31/2018  |
| <b>Brief Description of Research Project</b>                                      | <p>In this project, we first look at housing and transportation costs across race and income, and within and across cities and megaregions. Next, we explore concerns that headlong efforts to integrate location affordability criteria into the siting of new affordable housing risk a collision with fair housing goals and overall access to higher opportunity areas.</p> <p>We seek to answer a simple empirical question: is incorporating location affordability into the siting of new subsidized housing projects tantamount to steering such developments into predominantly African American and Latino neighborhoods?</p> |
| <b>Describe Implementation of Research Outcomes</b><br>(or why not implemented)   | The PIs have published a paper titled "Location Affordability and Fair Housing on a Collision Course?" in Cityscape Volume 21, Number 1. (Special Issue: "The Fair Housing Act at 50.")   |
| <b>Impacts/Benefits of Implementation</b><br>(actual, not anticipated)            | The project reveals that transportation and housing costs are strongly associated with race. As a result, policies that aims to decrease housing and transportation costs may steer units into high minority areas, an outcome that runs counter to Fair Housing goals. Given the current concentration of minorities in low transportation cost areas, there is a need to use the data at our disposal to develop clear and informed policies that reduce segregation and maximize location affordability.   |
| <b>Web Links</b><br>(to reports, project website, etc.)                           | <a href="https://www.huduser.gov/portal/periodicals/cityscpe/vol21num1/ch5.pdf">https://www.huduser.gov/portal/periodicals/cityscpe/vol21num1/ch5.pdf</a>   |