

Wednesday, July 27, 2022

Connecting the Dots Between Transportation, Climate, and Inflation

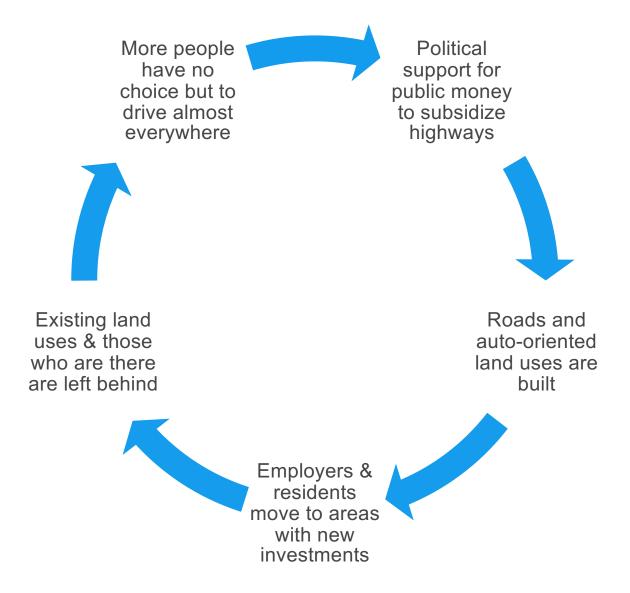
Land Use Lab at Urban

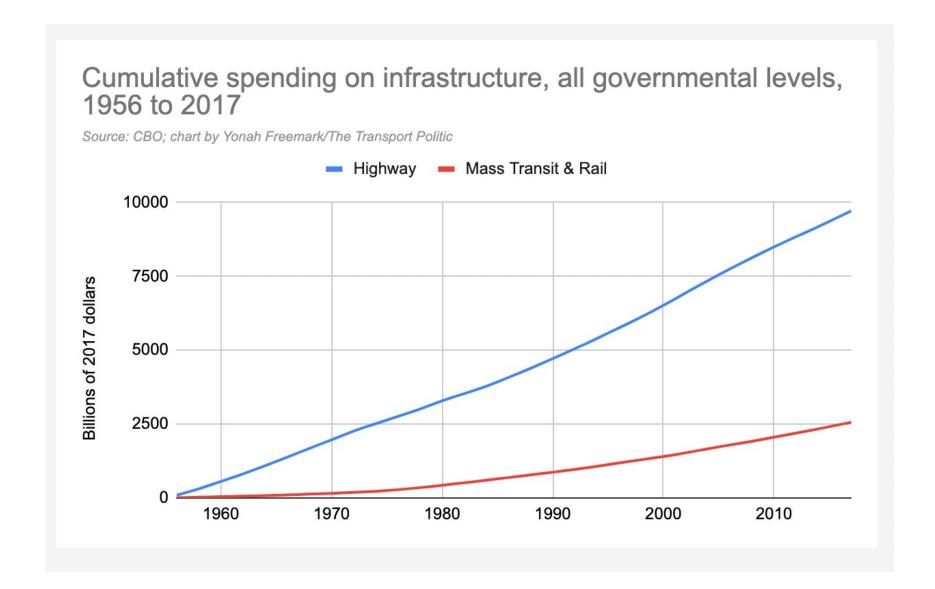
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We're Stuck in a Vicious Cycle of Automobile Dependence





In Metropolitan Areas around the Country, Commuters Are Choosing to Walk and Take Transit to Work Less Frequently

Change in share of working-age commuters using transit or walking to get to work, 1970–2019, nine largest metropolitan areas (2019)

METROPOLITAN AREAS SCALED INDEPENDENTLY Atlanta Chicago Dallas New York 10% 🔾 30% 10% 50% 25% 8% 40% 20% 6% 6% 30% 15% 4% 4% 20% 10% 2% 2% 5% 10% 1970 1980 1990 2000 2010 2019 1970 1980 1990 2000 2010 2019 1970 1980 1990 2000 2010 2019 1970 1980 1990 2000 2010 2019 Houston Los Angeles Miami Philadelphia 10% 10% 10% c 30% 8% 8% 🔾 8% 25% 20% 6% 6% 6% 15% 4% 4% 4% 10% 2% 2% 2% 5% 1970 1980 1990 2000 2010 2019 1970 1980 1990 2000 2010 2019 1970 1980 1990 2000 2010 2019 1970 1980 1990 2000 2010 2019

Automobile Dependence Costs Everyone More Money

Auto dependence encourages car ownership

Car ownership—
even without
driving—is
expensive

Car dependence means more and more driving

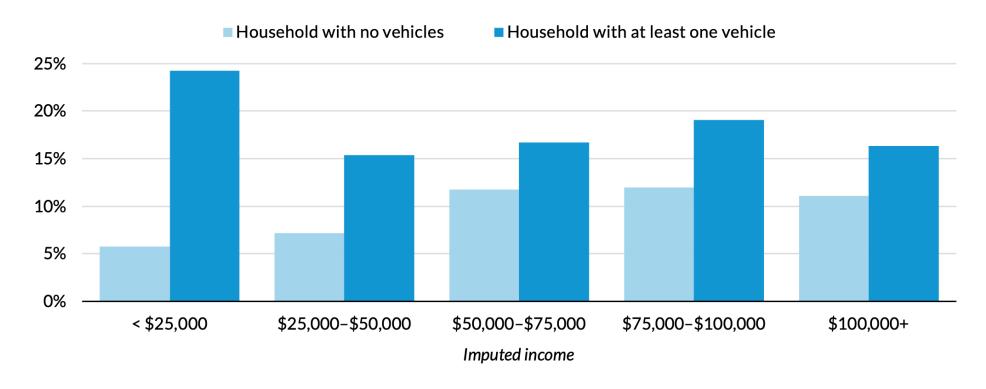
People who can't afford it are left behind

Car-dependent land uses are more expensive to maintain

More driving means more gas, possibility of crashes

Households with Cars Spend Considerably More on Transportation

Share of consumer expenditures spent on transportation



Source: Interview data from the US Bureau of Labor Statistics' Consumer Expenditure Surveys for the second quarter of 2020, representing data from previous quarters.

Notes: Data are for households with a primary householder between 25 and 65 years old. There is no statistical difference (p < 0.05) in t-tests comparing overall nontransportation expenditures among the income buckets above \$25,000. n = 3,332 respondents.

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City's Annual Cost, per Household City's Annual Cost, per Household Solid Waste Parks & Recreation Solid Waste Parks & Recreation \$185 \$185 \$129 101 1 101 1 Fire Department Governance Fire Department Governance \$360 \$192 \$406 \$297 \$177 \$158 Transportation Libraries School Bussing Transportation Libraries School Bussing \$171 \$72 \$87 \$38 \$13 Transfers to Provinces Transfers to Provinces eg. School Boards \$232 Roads \$280 eg. School Boards Culture / Economy \$36 Culture / Economy Roads \$435 \$26 Sidewalks & Curbs Storm & Waste Water Sidewalks & Curbs Storm & Waste Water Water Water \$194 \$613 \$197 \$27 \$147 542 Sustainable Prosperity For more data and more reports, visit thecostofsprawl.com

Data based on Halifax Regional Municipality

Urban

Suburban

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Car Dependence Means Excessive Exposure to Inflation

- Imagine three hypothetical households in a world of \$3/gallon gas
- Assumes 30 mpg cars and \$7,000/ year for car maintenance

- Household 1
- Spends \$3,000 a month on mortgage
- Lives in a walkable community and doesn't own a car
- \$4,000 a year on transit, bikes, taxis
- Total: \$40,000

- Household 2
- Spends \$2,500 a month on mortgage
- Owns 1 car.Averages 14 mi driving/day
- \$10,000 a year on car, transit, bikes
- Total: \$40,000

- Household 3
- Spends \$2,000 a month on mortgage
- Owns 2 cars.
 Averages 40 mi of driving/day
- Spends \$16,000 a year on cars
- Total: \$40,000

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Under High Gas Inflation....

- Imagine three hypothetical households in a world of \$6/gallon gas
- Household 1
- Spends no more on transportation expenditures
- Household 2
- Spends around \$500
 extra per year on
 gassing up, totaling
 \$1,000
- Household 3
- Spends around \$1,500 extra per year on gassing up, totaling \$3,000

That's a 7.5 percent increase in household expenditures

Reducing Automobile Dependency Can Reduce Costs

- A society where fewer people drive is a society with less transportation expenditures overall
- It's a society that's more resilient to random spikes in energy prices and that is less destructive to the environment
- It's also a place where access to daily needs isn't dependent on personal wealth

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Thanks!