

## **MetroCommon 2050 Selected Housing and Mobility Draft Recommendations**

**Facilitate access to quick-strike acquisition and property improvement financing, especially for unsubsidized, smaller properties deemed 'naturally affordable.'**

**Promote the redevelopment of vacant commercial spaces through financial incentives and zoning changes.**

**Adopt state enabling legislation that allows municipalities to stabilize rental costs by prohibiting large and short-term increases in rent:** Municipalities should be allowed to adopt local policies that cap rent increases within a specified timeframe to a certain percent. These requirements would be based on local conditions, and caps would apply to vacant units so landlords are discouraged from evicting tenants in favor of new tenants that can afford more expensive rent.

**Require publicly owned land to be disposed of for the production and preservation of community-owned affordable housing, focusing on areas vulnerable to displacement:** One way municipalities and the Commonwealth can alleviate displacement pressure is to increase the amount of land available for affordable housing development, and to ensure it remains available by placing that land in community ownership.

**Require that "missing middle" housing types be permitted by-right in single-family districts in municipalities above a certain scale or in certain areas like town centers.** E.g ADUs, duplexes, and triplexes.

**The MBTA should create a project evaluation and prioritization structure to set clear investment priorities and timelines for the next ten years (2020 – 2030).**

**The MBTA should establish a means-based fare for very low-income riders and the Legislature should support the program with ongoing operating funds.**

**Identify a long-term, dedicated revenue source to increase service on Regional Transit Authorities and other suburban shuttles.**

**The Legislature should require MassDOT to implement a congestion pricing pilot on an interstate highway connecting into Boston and use the revenue to expand transit services that parallel the highway corridor.**

**The Legislature should incentivize cities and towns to dedicate more roadway space exclusively for buses and cyclists through competitive grant programs funded in the state's Capital Investment Plan.**

**Cities and towns should adopt policies in alignment with local plans to add separated bike facilities as part of most roadway reconstruction or repaving projects, unless analysis recommends otherwise.**

**Increase the state match to the local Community Preservation Act (CPA) funds to 100%.** Possible revenue sources could include increase to deeds fees, an additional state tax on hiking, camping and other outdoor sports equipment, hunting and fishing licenses, and others.