The Latest on Joint Development Policy Guidance

Panelists

Moderator: Jonathan Davis Deputy General Manager and Chief Financial Officer Massachusetts Bay Transportation Authority

James Blakesley, Attorney-Advisor, Office of Chief Counsel, Federal Transit Administration, Washington DC

Paul Marx, Interim Director of Planning Studies, Sacramento Regional Transit District, Sacramento, CA
MBTA Profile

- 5th largest transit property
- Multimodal public authority
- 175 communities served
- 1.1 million passengers per day
- 55% of all work trips to Boston are made on the MBTA
- 2nd largest land owner in Massachusetts - TOD
MBTA Operations

- 11 Commuter Rail Lines
- 1 High-Speed Trolley Line & 4 Trackless Trolley Lines
- Ferry Lines
- Paratransit – THE RIDE
MBTA Operations

- 3 Heavy Rail Lines
- 1 Bus Rapid Transit Line
- 1 Light Rail Line
- 200 Bus Routes
The Objective: Increase Ridership

- Understand the needs of the customer
- Safe, reliable, frequent, and affordable service
- Think about people not mode

Transit Oriented Development

- Encourages commuting by transit
- Provides environmental benefits
  - More efficient land use
  - Fewer cars on the road
- Encourages private participation in projects
- Provides convenience and flexibility MBTA customers and the public
Transit Oriented Development – North Point

- Large scale development near major highways
- Privately developed high density mixed use project
  - 45 Acres
  - Up to 2700 Residential units
  - 2.2 million sq ft of commercial and retail space
  - Laboratory facilities

- MBTA benefits
  - New and relocated Lechmere station
  - Increased ridership

- Community Benefits
  - Redevelopment of underutilized land
  - 10 acres of clustered parks in and around the Charles river
Transit Oriented Development – Woodland Station

- Smaller scale development
- Privately developed high density mixed use project
  - 480 apartments
  - 25% designated affordable

- MBTA Participation
  - Housing complex was built on the site of existing surface parking lot
  - New 548 space garage facility constructed adjacent to new development
  - Station improvements

- Development benefits MBTA customers and local community
History of South Station

- Boston Terminal Company opened South Station in 1899
  - 1910-1930 - Busiest Station in the United States serving over 35 million riders a year
  - Included restaurants and offices

- 1950s - Fell in to disrepair with post war highway expansion and declining train ridership

- 1965 - Sold to the City of Boston
  - Almost demolished for other development projects

- 1978 - Sold to MBTA for development of intermodal transportation center
South Station Development – South Station Project Model

- MBTA purchased South Station from city of Boston
  - MBTA was already managing transit and commuter rail
- Funding from Federal government and private equity partner
  - Private partner developed and manages commercial space inside headhouse
  - Long-term lease allows for equity payback
  - Five stories of office space
  - Revenue sharing with MBTA
- Much needed headhouse rehabilitation
  - Award winning public space
  - New subway station
- MBTA retains ownership control
- Over 120,000 commuters daily
South Station Intermodal Facility – Amtrak and Commuter Rail

- Thirteen shared platforms
- Northern terminus for Amtrak Northeast corridor service
  - Acela high speed rail service to New York and Washington D.C.
  - Regional train service
- City terminus for seven commuter rail lines
  - Serves points west and south of Boston
  - Including service to Rhode Island (Soon to be expanded)
South Station Intermodal Facility – Subway, Intercity Bus Service, and More

- South Station Bus Terminal serves several intercity bus companies with destinations across the country
  - Built over existing commuter rail tracks
  - Expanding further in the near future to meet increasing demand
- Red Line subway connection
  - Downtown and and points north and south
- Local MBTA inner city bus service
- Parking garage
- Taxi stand
South Station Development – Bus Terminal Project Model

- Privately managed bus terminal
  - Maximizes retail
- Private carriers benefit
  - Consolidated operations
  - Clean, modern facility attracts customers
  - Strong demand for intercity bus services reflected in the waiting list for existing bays
- City of Boston benefits
  - Idle buses are off the road
  - Direct bus connection to major highways
  - Reduced congestion on local streets
- Future expansion will improve link between commuter rail platform and bus terminals
  - Expanded mezzanine level retail and customer amenities
  - 16 additional bus bays to add needed capacity
  - MBTA retains ownership control of facility
South Station Intermodal Facility – Silver Line

- Silver Line – Bus Rapid Transit
  - Inexpensive connection to Airport
  - Serves growing South Boston Seaport district
  - 20,000 riders per day along Washington Street
  - 15,000 riders per day along South Boston Waterfront
  - Airport ridership has grown 75% since opening in 2005 increasing from 2000 to 3500 daily boardings
  - Recently increased Sunday service by 50% to accommodate growing ridership
  - Silver Line Phase III project in preliminary engineering and Federal new starts approval process
Participation of FTA and FRA critical to success of the project
- Grant agreement provided funding necessary to make project viable

South Station as intermodal “poster child”
- Joint development guidance

Silver Line grant agreements
- Connection to Airport

Transit Oriented Development
- Station built to support future building expansion over tracks
  - (Note concrete footings in top picture)
Real Estate Development at South Station – Private Benefits

- Forty-one story office tower
  - Received air rights from MBTA and City of Boston in exchange for $50 million in station improvements
  - Approximately 195,000 square feet
  - Fully permitted
  - Possible phase II hotel and adjacent development

- Developer benefits from proximity to multi-modal transit
  - Permits more density in development
  - Proximity to transit beneficial to tenants and employees
  - Highly marketable property
  - Higher rents
Real Estate Development at South Station – Public Benefits

MBTA also benefits
- $50 million in renovations and expansion of current facilities
- Creates integrated multimodal intermodal transportation center
- Critically needed non-fare revenue
- Increased ridership
- Improved overall customer experience and handicapped accessibility

Economic and environmental benefits
- Transit oriented development
- Creation and preservation of jobs downtown
- Smart growth development model
- Increased use of mass transit
- “Green” tower design
Improving the Customer Experience is not a New Idea
Who Knew?

- MBTA vehicles travel the equivalent of 5 trips around the world each day.

- Only cemetery in N. America traversed by Light Rail Rapid Transit (Cedar Grove Cemetery in Dorchester on the Red Line).

- Each day, the bus fleet carries the equivalent of 10 times the capacity of Fenway Park.

- **Red** – Harvard University crimson.
- **Orange** – Original line ran over Washington St, formerly known as Orange Place or Orange Way.
- **Blue** – Waters of the Atlantic.
- **Green** – Serves Frederick Law Olmsted’s “Emerald Necklace”, a 6 mile linear park in Boston and Brookline.
- **Purple** – European monarchs used the color on their private trains.
- **Silver** – Symbolizes speed and high performance.