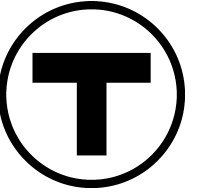


**Massachusetts Bay
Transportation Authority**

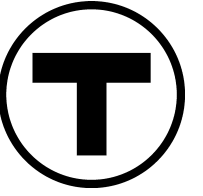
MassDOT/MBTA Experience with Developer Contributions

August 17, 2019

Scott Hamwey – Director of Transit Planning

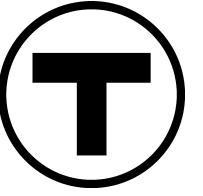


1. Brief overview of MassDOT/MBTA (roles, governance)
2. MBTA/MassDOT Experience with Developer Contributions (opportunities and barriers)
3. Example projects – Developer Contributions
 - Assembly Square Station
 - Boston Landing Station
 - Encore Casino Operating Support
 - Foxboro Pilot Service
 - Development Area MOUs



MassDOT/MBTA Organization

- Massachusetts Department of Transportation (MassDOT) - integrated, multi-modal transportation agency composed of four divisions:
 - Highway,
 - Rail & Transit,
 - Registry of Motor Vehicles (RMV),
 - Aeronautics
- MassDOT also oversees the Massachusetts Bay Transportation Authority (MBTA). Beginning in July 2015, the leadership of the [Massachusetts Bay Transit Authority](#) (MBTA) has also reported to Secretary Pollack.
- The MassDOT Board serves as the governing authority for the Massachusetts Department of Transportation and the MBTA.
- The MBTA is the country's 4th largest transit agency, the largest transit system in New England, and is responsible for multi-modal transit operations within Greater Boston, including the provision of commuter rail service that extends beyond the core of the MBTA service area.



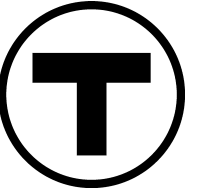
MassDOT/MBTA Experience with Developer Contributions

Positives

- Provide capital where we don't have it
- Faster construction when possible
- City building where needed
- Can provide new riders

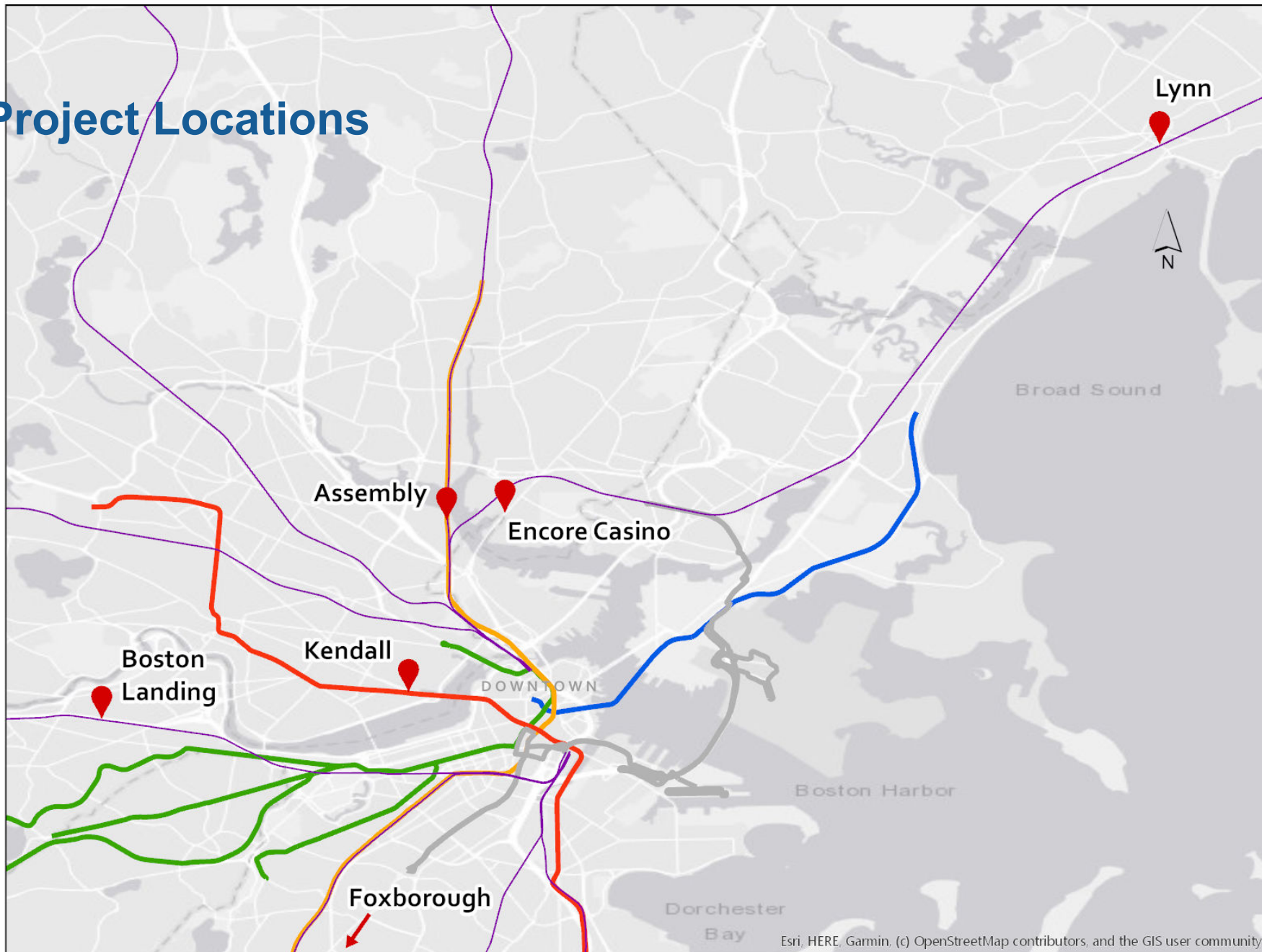
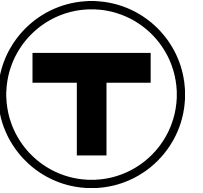
Tradeoffs

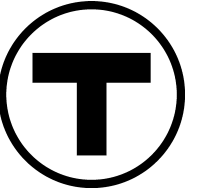
- Hard to make happen
- One-offs and not often key needs
- Often don't follow planning processes
- Driven by politics and influence
- Tend to privilege the already privileged
- Legally bound to have public sector bidding and construction, which produces higher costs



MassDOT/MBTA Example Projects

Example Project Locations

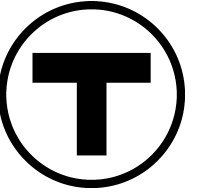




Assembly Square Station

- Former location of Ford plant, 1970s era shopping mall
- Original 1990s era was centered around IKEA and other big box
- Community groups advocated for greater density
- City and developer advocated for infill Orange Line station
- Concern about upstream travel times
- \$15M from developer helped station (\$57M total) happen
- 1.1M SF of office space, 77 retail shops and restaurants, and 1,500 residential units on line; 1.5M SF more and more than 300 additional housing units in planning pipeline

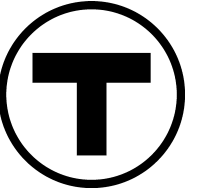




Boston Landing Station

- New Balance Corporation proposed in 2012 a major mixed use redevelopment in Brighton, including new practice facilities for the Celtics and Bruins, and a new station
- New Balance committed to fund the entirety of a new \$25m commuter rail station
- Station construction completed in 2017, exceeding ridership projections
- New Balance complex now permitted for 2M Sf with most of that already complete
- As is often true, hard to confine project – additional rail work that wasn't anticipated and that the state paid for

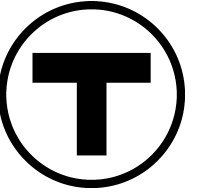




Encore Casino Operating Subsidy and Mystic River Bridge

- Massachusetts voters approved casino gambling in 2011
- Boston-area designation went to Encore (formerly Wynn) Casino
- Urban location but lacking high quality direct transit access, and community concerns about traffic impacts are high
- Encore agreed to providing \$7.4M in operating funds over the next 15 years to support more night and weekend service on the Orange Line
- Encore is also funding the planning and design of a new bike/ped connection across the Mystic to Assembly, other improvements





Foxborough Commuter Rail Pilot Program

- Gillette Stadium is located 20 miles south of Boston, and is served on Patriots gamedays and other major events by a slow single round trip train
- In 2007, a 1.3M SF outdoor retail complex (Patriot Place) opened
- Kraft Group applied for a pilot program to run weekday service, paying for design, marketing and outreach, as well as increased operating costs (less fare revenue) capped at \$225k.
- This would otherwise be a low priority
- State was responsible for capital costs which ended up increasing
- Pilot service begins next month



Development Area MOUs

- Recent interest in creating pooled funds to support MBTA in larger development districts
- Kendall Square – an MOU between the City of Cambridge and a major developer was created as mitigation for additional development rights in Kendall/MIT. Program began with \$6M
- River Works, Lynn - Lynnway Transportation Improvement Fund has first party to sign on – 1.5M SF 1200 unit development
- Challenges – Last in vs first in; mismatch between resources and scale of need
- Developer concerns – operating funding being absorbed into larger system
- Public sector concerns – wealthy areas getting disproportionate benefit

