



A 
BETTER
CITY

THE TRANSPORTATION

DIVIDEND

TRANSIT INVESTMENTS AND THE MASSACHUSETTS ECONOMY



THE METRO BOSTON ECONOMY

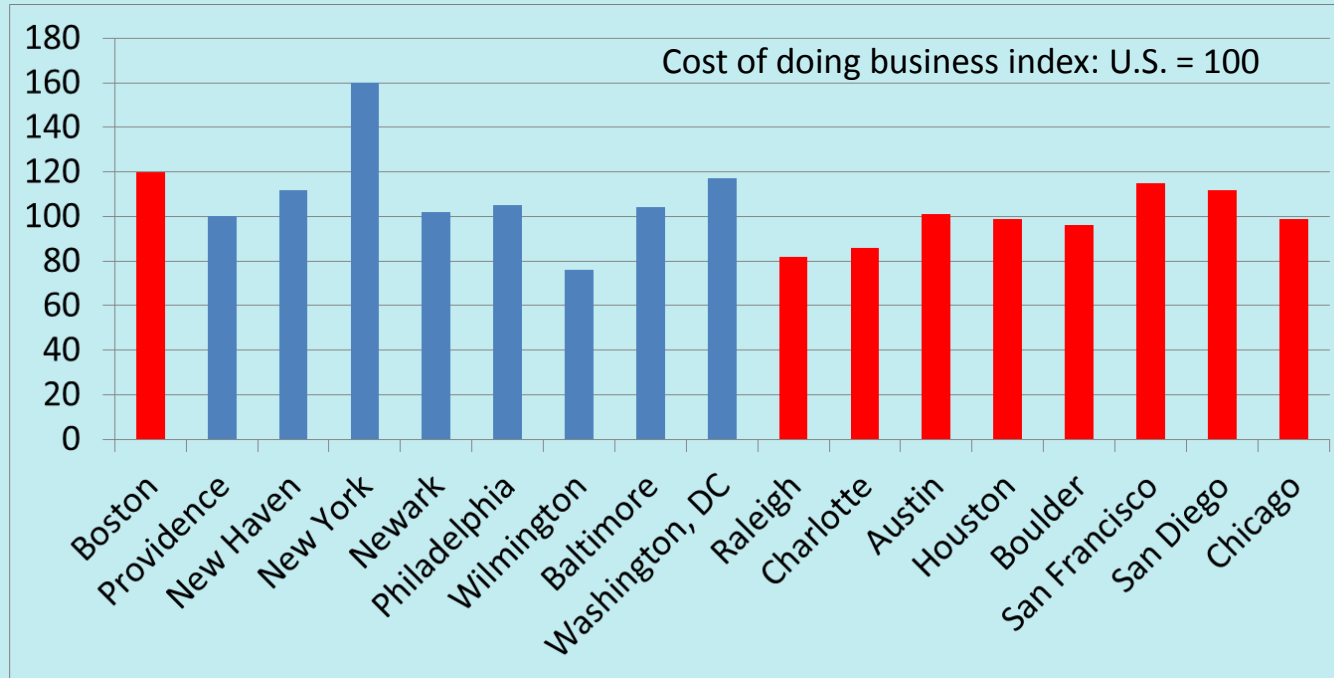
- The metro region—164 cities and towns
- 69% of the Commonwealth's population
- 74% of its jobs
- 84% of its annual Gross Domestic Product
- 1.3 million daily trips on the MBTA
- What makes it tick?



**A REGIONAL
ECONOMY
POWERED BY
TRANSIT**



A HIGH-COST REGION



Source: Moody's Analytics

A PRODUCTIVE ECONOMY

- GDP/square mile is 6 times the U.S. metropolitan average
- 37% of metro jobs are located within ½ mile of rapid transit or commuter rail—on 5% of the region's land
- Transit enables density, mobility, and productivity



ANNUAL BENEFITS: \$11.4 BILLION

\$3.6 BILLION
Travel cost savings



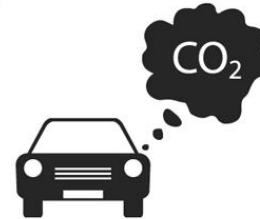
\$7.1 BILLION
Travel time savings



\$640 MILLION
Avoided crash costs

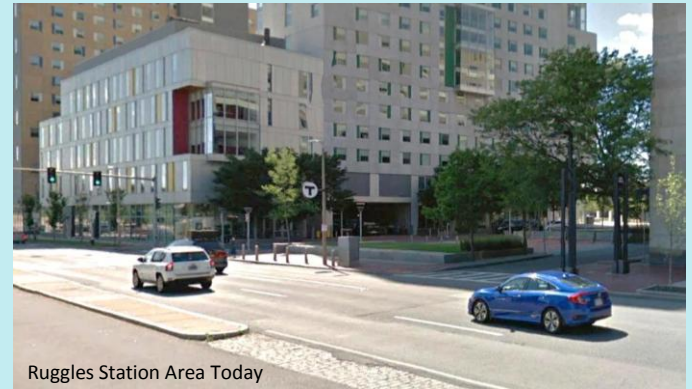


\$30 MILLION
Avoided pollution costs

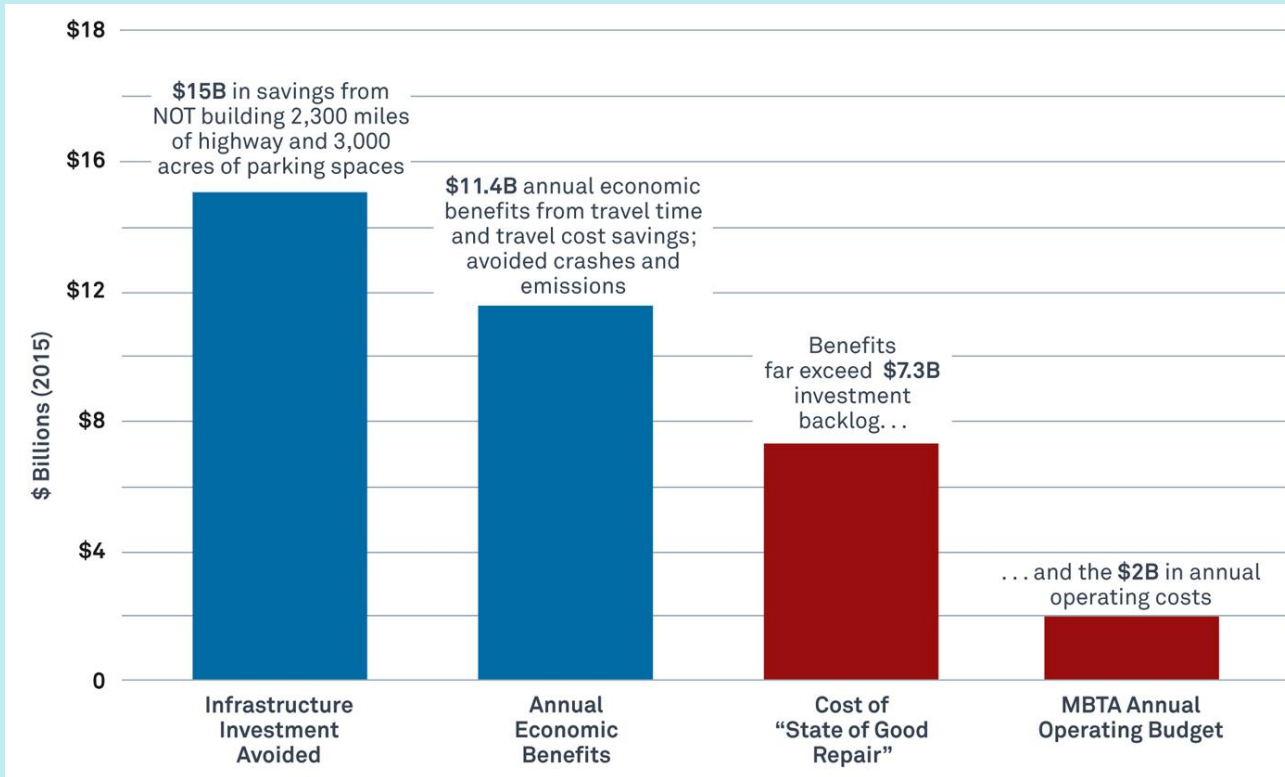


OPPORTUNITY COSTS AVOIDED

- 2,300 lane miles of highways
- 3,000 acres of parking spaces
- Billions in land cost
- Loss of highest and best use
- In municipalities with rail transit, 38% of aggregate property value on 12% of the land



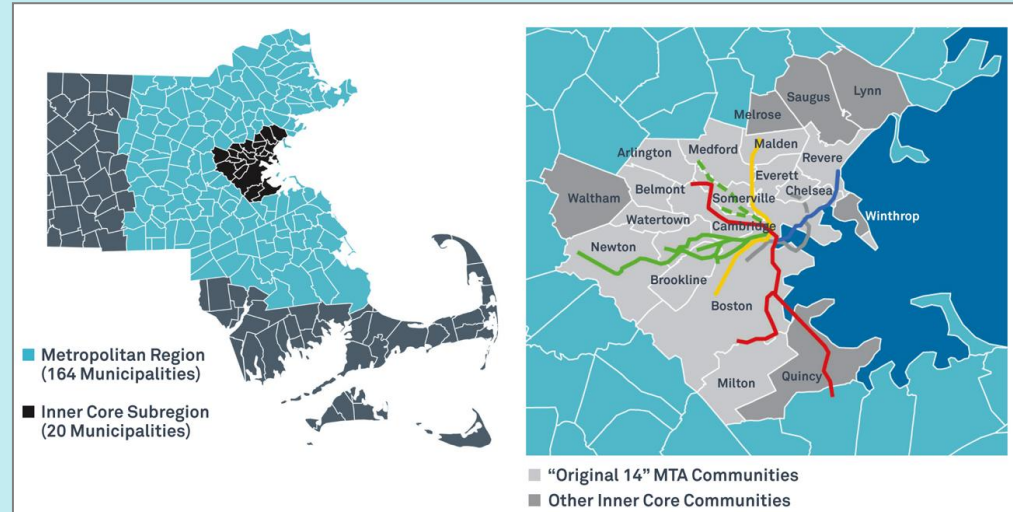
BENEFITS IN CONTEXT



TRANSIT-CENTRIC DEVELOPMENT

Historic, current, and projected development is disproportionately:

- **Clustered** near MBTA stations throughout the region
- **Concentrated** in the transit-rich Inner Core Subregion



TRANSIT, GROWTH, AND LABOR MARKET CONNECTIVITY



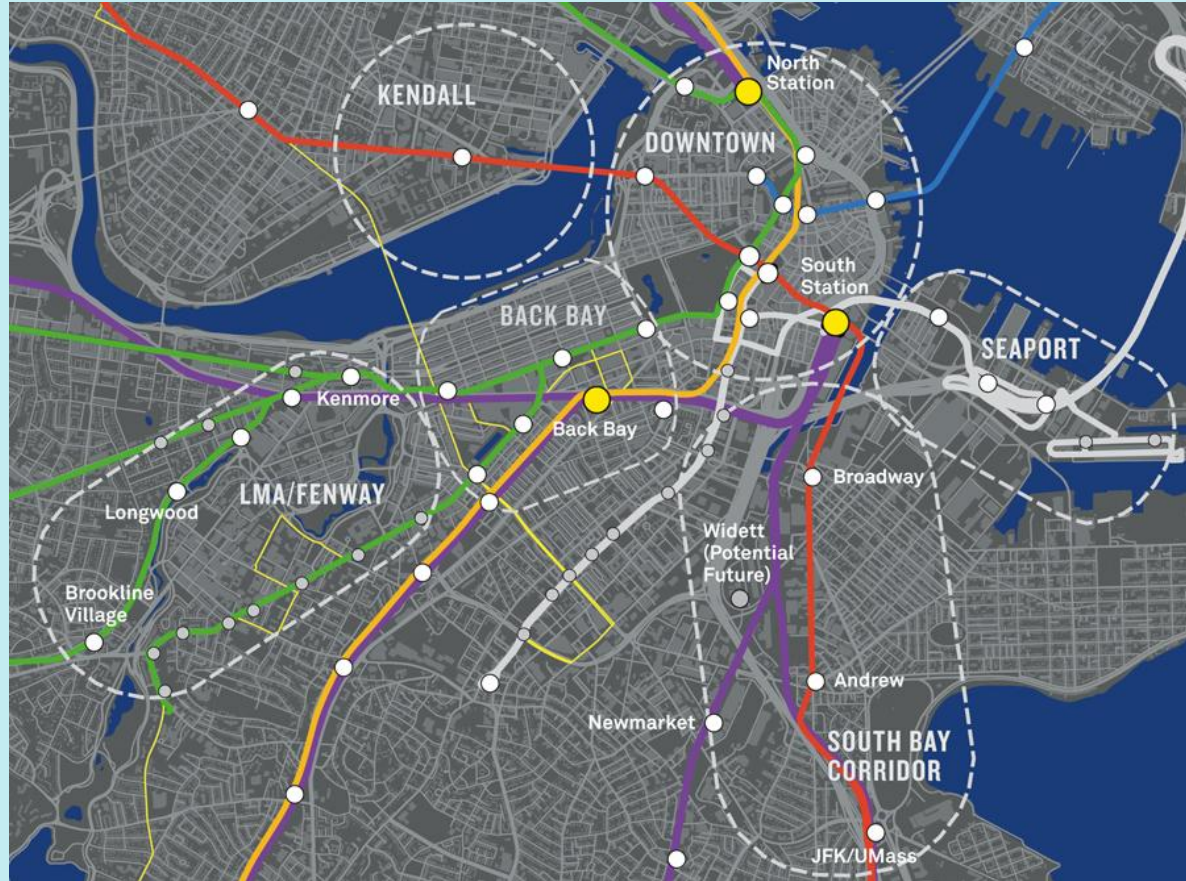
TRANSIT GROWTH CLUSTERS

A granular look at what happens on the ground

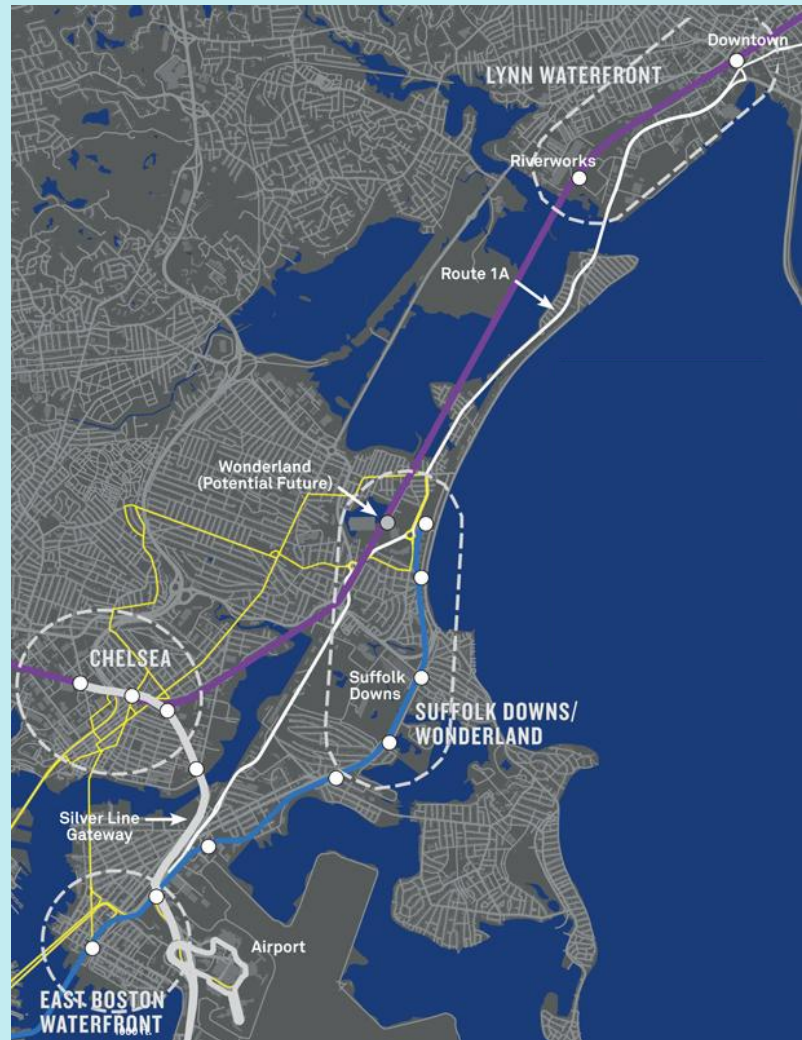
- 24 transit-rich districts across the Inner Core—
an illustrative subset
- Established or anticipated growth “hot spots”
- Walkable, bikeable urbanism
- Strategic Corridors, not isolated outposts



THE HUB



NEAR NORTH SHORE



DEVELOPMENT CAPACITY

In these 24 Clusters—a subset of transit-rich hot spots in the Inner Core:

- **49,000** housing units recently built, under construction, or in the pipeline

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- 49,000 housing units recently built, under construction, or in the pipeline
- the potential to accommodate roughly 49,000 more
- **146,000** jobs' worth of recent, current, or pipeline commercial/industrial space

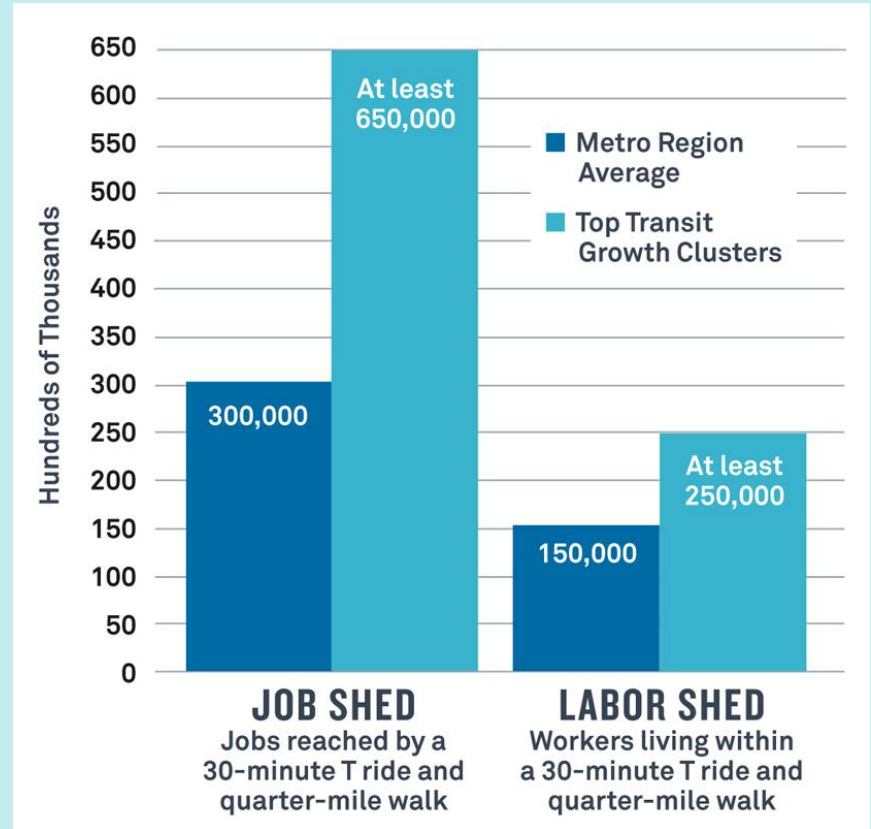
DEVELOPMENT CAPACITY

In these 24 Clusters—a subset of transit-rich hot spots in the Inner Core:

- 49,000 housing units recently built, under construction, or in the pipeline
- the potential to accommodate roughly 49,000 more
- 146,000 jobs' worth of recent, current, or pipeline commercial/industrial space
- the potential to accommodate roughly **116,000** more

LABOR MARKET CONNECTIVITY

- **Job Shed:** how many jobs can a worker reach from home via a 30-minute MBTA commute and a quarter-mile walk?
- **Labor Shed:** how many workers can a business attract via a 30-minute MBTA commute and a quarter-mile walk?



LABOR MARKET CONNECTIVITY

Affordable commuting helps offset high housing costs

- Transit Growth Clusters: much lower automobile ownership, much lower average VMT
- Inner Core commuting costs $\leq 15\%$ of median income
- Corporate decision-makers get it: Partners, GE, Vertex, Converse, Reebok, New Balance, Phillips, the Flower Exchange, the Globe plant



STRATEGIC INVESTMENT IN TRANSIT



RELIABILITY, CAPACITY, CONNECTIVITY

In the region and in the Transit Growth Clusters, the same mobility issues come up again and again, pointing to three critical investment strategies:

- **Reliability:** MassDOT's commitment to attack and eliminate the \$7.3 billion State of Good Repair backlog.
- **Capacity:** the core capacity of the rapid transit system. The Red and Orange Line fleet replacements; the Green and Silver Lines on deck.
- **Connectivity:** growth-driven service enhancements that reimagine how the T's existing footprint is used. We identified four categories.

CREATE INFILL STATIONS

- An emerging partnership model: developers, institutions, employers, municipalities
- Careful service planning required
- Success stories at Assembly, Boston Landing, Lechmere relocation
- Potential opportunities at River Works, Wonderland, West Station, Alewife, Widett, River's Edge



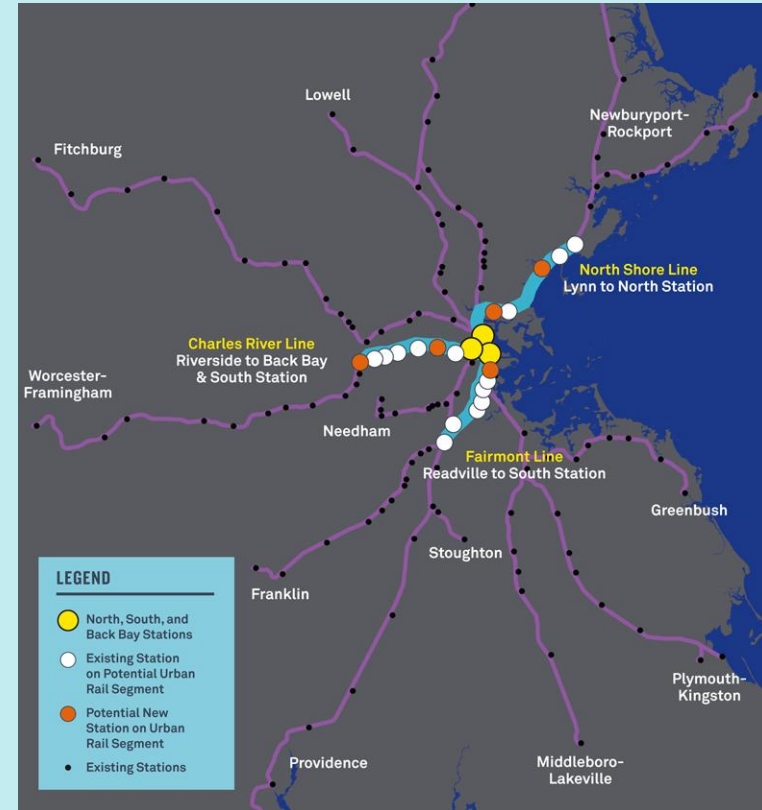
MAKE BUS TRANSIT MORE RAPID

- Bus Rapid Transit where feasible
- Dedicated bus lanes and signal priority
- Building on “AFC 2.0”
- Connect underserved Growth Clusters *within* and *between* Strategic Corridors
- Silver Line Gateway—transformative, affordable connectivity



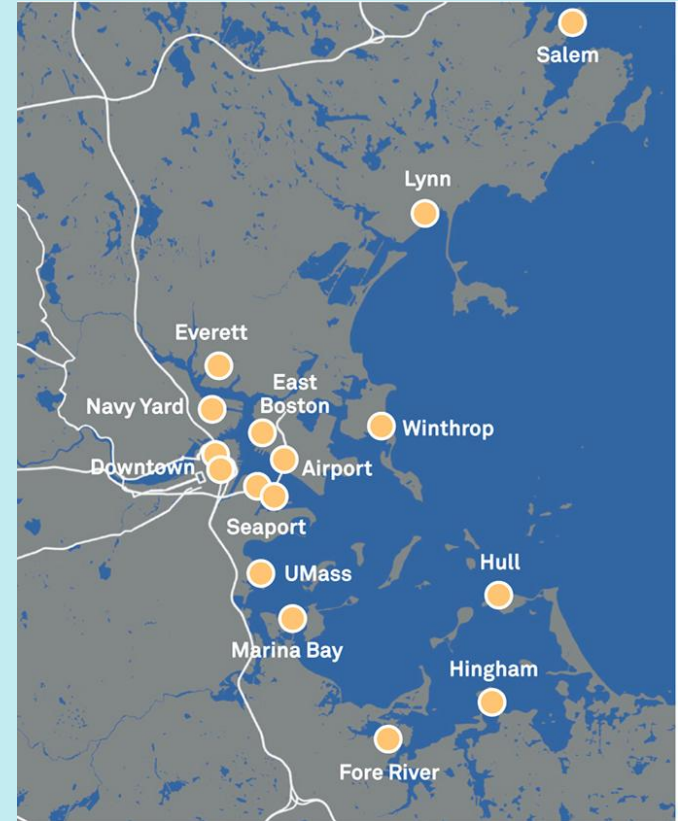
REIMAGINE COMMUTER RAIL: URBAN RAIL

- Paradigm shift: from mid-20th century to 21st
- Rapid transit-like service in the Inner Core
- Shorter trains, greater frequency
- Closely tied to Transit Growth Clusters



USE THE HARBOR

- Scheduled ferry service seamlessly integrated with the landside MBTA
- An essential piece of the Inner Core puzzle
- MassDOT, Boston Harbor Now, and others working toward a sustainable system



CONCLUSION

1. The Metro Boston economy—the engine of Massachusetts—is powered by transit, which enables density and productivity. Every year, the MBTA generates quantifiable benefits worth more than five times what we spend to operate it.
2. These regional benefits are experienced on the ground, where transit-rich locations have the capacity to support an enormous amount of housing and job growth and to connect them in ways that are efficient, affordable, and productive.
3. To fully realize that opportunity—and to sustain what we already have—we need to invest strategically in the reliability, capacity, and connectivity of a 21st-century transit system.





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