The Promise and Potential of Transformative TOD in Southern Massachusetts
April 8, 2019
Promise & Potential of Transformative TOD

Figure 3-3: Growth in Population and Jobs in TOD Areas at Optimal Buildout, All Gateway Cities

- Population in TOD Areas: Current Utilization ~140,000
- Jobs in TOD Areas: Current Utilization ~140,000

Source: RKG Associates and Hodge Economic Consulting

Virtuous Cycle of TTOD Benefits

- Environmental
- Fiscal
- Equitable Growth
Virtuous Benefits of Transformative TTOD

- Developing energy-efficient buildings and infrastructure
- Integrating resiliency for climate change
- Maximizing infrastructure through compact land use
- Encouraging clean, sustainable travel modes
- Minimizing negative health impacts
Virtuous Benefits of Transformative TTOD

• Generating sustainable revenue flows and investments
• Creating more productive, self-sufficient, and resilient local & regional economies
• Stimulating reinvestment and increasing efficiency
Virtuous Benefits of Transformative TTOD

• Bringing jobs and opportunities closer to where residents live
• Attracting new residents and businesses while keeping existing ones in place
• Generating more geographically-balanced growth
• Creating wealth through reinvestment
• Assuring access to public goods
• Making places where all residents and visitors belong
Our TTOD Strategy

Transit Policy

Development Policy

Convene

Investigate

Communicate
Potential: Development
Opportunity Window: Development 2010-2019

2010
- Mass. legislators renew Chapter 40H CDC law
- State lawmakers pass HDIP legislation

2016
- Lawmakers revise HDIP, increasing caps & changing regulations

Jan. 9, 2019
- MassINC issues Neighborhood Stabilization Report
- Federal Opportunity Zones legislation goes into force

Feb. 27, 2019
- Gov. Baker calls for 135,000 new housing units in Housing Choice bill
### Potential: Transit Service

<table>
<thead>
<tr>
<th>Rail Vision Alternatives</th>
<th>Frequency: Peak/Off-Peak</th>
<th>Route to South Coast</th>
<th>Key Stations – Alternative 6</th>
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</thead>
<tbody>
<tr>
<td>1: Optimize Current System</td>
<td>30/60</td>
<td>SCR Phase 1</td>
<td></td>
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<tr>
<td>2: Regional Rail to Key Stations</td>
<td>15/15</td>
<td>SCR Phase 1</td>
<td></td>
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<tr>
<td>3: Urban Rail</td>
<td>30/60</td>
<td>SS Expansion SCR Phase 1</td>
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<tr>
<td>4: Urban Rail</td>
<td>30/60</td>
<td>SS Expansion SCR Full Build</td>
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<td>5: Regional Rail to Key Stations</td>
<td>15/15</td>
<td>SS Expansion SCR Full Build</td>
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<tr>
<td>6: Full Transformation</td>
<td>15/15</td>
<td>N-S RL SCR Full Build</td>
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<tr>
<td>7: Hybrid System</td>
<td>≤30/≤60</td>
<td>SS Expansion SCR Full Build</td>
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</tbody>
</table>
Opportunity Window: Transit Policy 2017-2019

Jan. 2017
Sen Lesser files Regional Ballot Initiatives bill (S. 1551) H. 1640

April 2018
MassINC releases TTOD Report & Launches TTOD Initiative

December 2018
Commission releases Future of Transportation Report

March 12, 2019
Speaker DeLeo & President Spilka appeal for revenue ideas

Nov. 2017
Sec. Pollack & Gov. Baker recommit to 2010 regional Transportation & Climate Initiative (TCI)

June 2018
T4MA establishes Commuter Rail Communities Coalition

March 5, 2019
Rail Vision Task Force releases options

March 18, 2019
RTA Task Force releases report