

Massachusetts Bay Transportation Authority

FY23 ISA/Standard Contract
\$100 Million for Economic Development
Improvements to Transit Stations in Norfolk County

MBTA Board

May 25, 2023

FY23 ISA for \$100M for Norfolk County Transit Stations

Seeking Board vote to approve the receipt of funds for economic development improvements to transit stations in Norfolk county in the amount of \$100 million

- This proposed ISA/Contract will transfer \$100 million from A&F to the MBTA for economic development improvements to transit stations in Norfolk county.
- Funding is provided via legislated earmarks:
 - Chapter 102 of the Acts of 2021 – section 1599-2043 (\$50 million)
 - Chapter 268 of the Acts of 2022 – section 1599-6089 (\$50 million)
- The ISA/Contract will take effect once approved by the Board and executed by the MBTA and A&F.



Request of the Board: Vote

- **It is VOTED:**
- To accept the transfer of \$100 million from A&F to the MBTA, to fund economic development improvements to transit stations in Norfolk county.



Appendix



Norfolk County Planning Study

The Acts of 2021 Chapter 102 provided the MBTA \$50 Million toward “economic development improvements to transit stations in Norfolk County.” The MBTA hired consultant VHB to conduct a comprehensive study of the 56 transit/CR stations within Norfolk County to recommend what investments would have the most impact on economic development. The study was completed in October 2022.

The project team selected a three-step **screening methodology** to identify the top four station areas that would benefit the most from public investment in support of economic development.

Step 1: Multivariate Station Screening (56 stations screened down to 14 stations) based on following criteria:

- Already approaching peak development
- Low commercial density
- Slow growth projected (market is stagnant)
- There are no EJ communities within the half-mile buffer

Step 2: Secondary Station Screening (14 stations screened down to 4 stations)

Step 3: Evaluation of Four Candidate Stations (4 stations evaluated)

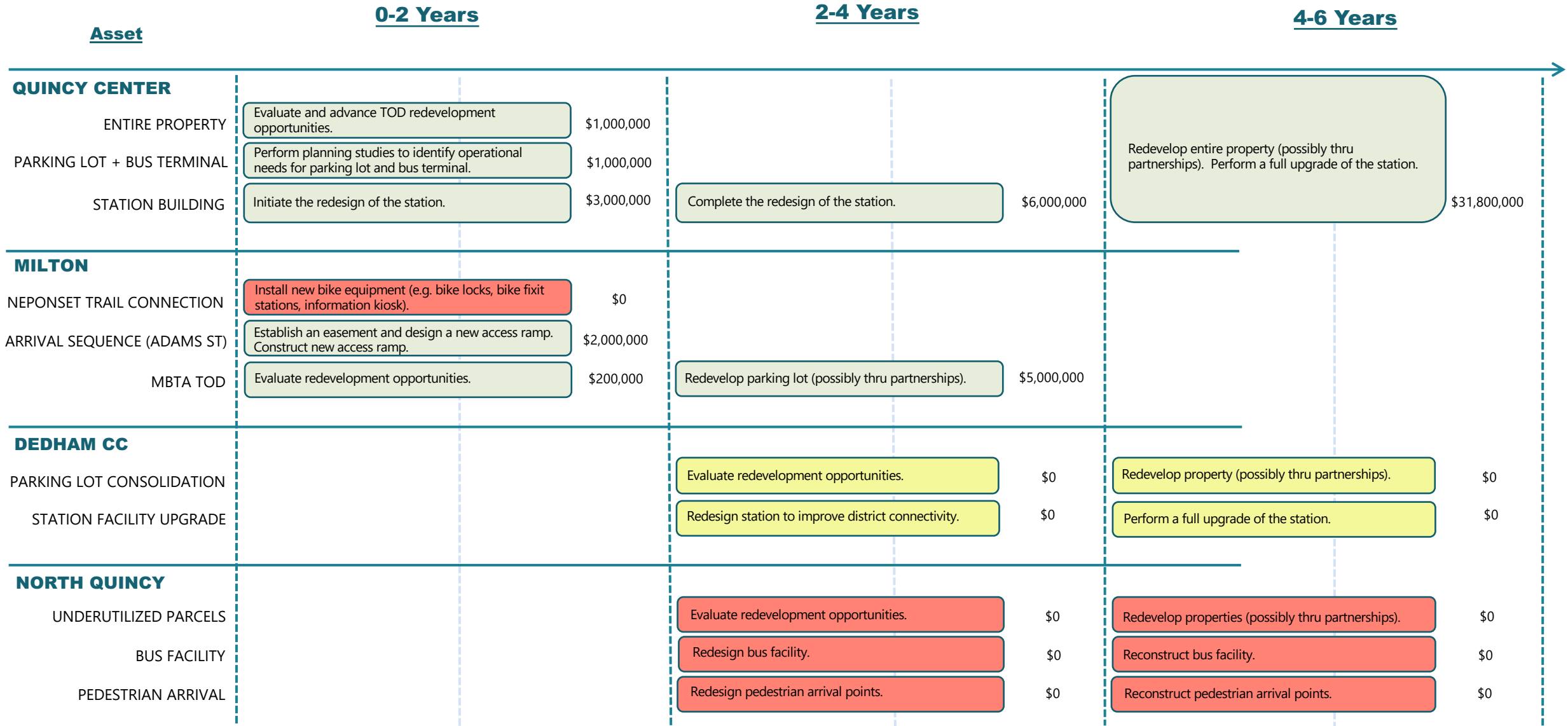
The Team identified **recommended actions** for each of the four stations ranked by anticipated economic development impact, **from high impact to low impact** and the **recommended funding allocation** for each recommended action, by project phase. Priority is given to **high-impact actions**.

Funding Allocation

High Impact

Medium Impact

Low Impact



Project Summary

The recommended actions at these top four stations were ranked by anticipated economic development impact, from high impact to low impact, defined as follows:

Econ Dev Impact Category	Category Definition
High Impact	<ul style="list-style-type: none">• Located in a district that has a large project pipeline, significant sites of opportunity nearby, and high residential density (e.g., Quincy Center and Milton)• Focused on directly supporting economic development• Local community support is anticipated
Medium Impact	<ul style="list-style-type: none">• Focused on indirectly supporting economic development• Local community support unconfirmed
Low Impact	<ul style="list-style-type: none">• Focused on improved station aesthetics and functionality

Milton Station Project Scope

Goal: Use of “Norfolk County” funding will allow early action implementation of new accessible station components (sloped walkway or ramp and possible elevator) called for under the Mattapan Line Transformation (MLT) project, improving connections from existing and potential future development sites, including a potential TOD on MBTA property.

Status: Early action design of an accessible sloped walkway connecting the immediate neighborhood to Milton Station.

Phase 1: Sloped Walkway or Ramp Design

- Task 1: Concept Development and Alternatives Analysis
- Task 2: Preferred Alternative Decision (including any required public process)
- Task 3: Taking Process (Appraisal, notification, etc)
- Task 4: Final Design

Phase 2: Elevator Design

- Task 5: Concept Development and Alternatives Analysis, including possible partnership with conceptual adjacent TOD
- Task 6: Preferred Alternative Decision (including any required public process)
- Task 7: Taking Process (as required) or document of potential partnership
- Task 8: Final Design

Phase 3: Implementation

Quincy Center Station Project Scope

Goal: Evaluate and advance relocation of the busway and rehabilitation of Quincy Center Station to unlock substantial Transit-oriented Development (TOD) on MBTA and adjacent property.

Status: Engaging HNTB through a General Engineering Consulting Services Task Order to determine the long term MBTA operational needs and conceptual design

Phase 1: Initial Facility Assessment

- Task 1: Project Management
- Task 2: Agency & Stakeholder Coordination
- Task 3: Station Property Existing Conditions and Structural Assessment
- Task 4: Electrical System and Power Study
- Task 5: Bus Operations & Service Analysis
- Task 6: MBTA Program Definition

Phase 2: Concept Development and Alternatives Analysis

- Task 7: Conceptual Design
- Task 8: Real Estate Market Analysis
- Task 9: Preferred Alternative

Follow-up to the Study

Following the completion of the Study, the Legislature provided an additional \$50 million through Chapter 268 of the Acts of 2022. Based on project funding needs and the results of due diligence and design work currently being undertaken for Quincy Center and Milton Stations, staff recommends this funding be allocated to ensure adequate funds are available for the study's highest-scoring stations. This work will result in more accurate cost estimates for the recommended infrastructure improvements expected to unlock and enhance economic development at and surrounding these stations. Staff will follow up with VHB for further analysis as needed.