

## Local

# Development-Financed Funds for Multimodal Transportation

Incentivize more non-auto travel and infrastructure as part of new land developments

## Policy Description

Development projects in Boston with more than 50,000 square feet of floor area are currently required to file a Transportation Access Plan Agreement (TAPA) with BTM. Initiating a mitigation fund from large developers that would be pooled to comprehensively improve sustainable transportation choices in a neighborhood, district, or corridor could support more substantive investments in employer-based demand management programs, transit related improvements, protected bike facilities, walkability improvements, etc., than any single developer can provide independently. A shared funding pool also helps remove the association of a single development with traffic impacts that have been created over time by many developments, fostering a shared investment in needed multimodal solutions.

## Policy Score

- Access 1
- Safety 1
- Reliability
- Sustainability/Resiliency 1
- Sustainability/Resiliency 2
- Governance
- Access 2
- Safety 2
- Affordability

#13 in public voting

## Benefits and Issues Addressed

The TAPA is also a requirement of the Boston Planning and Development Agency's (BPDA) Article 80 zoning review process. TAPAs require developers to provide transportation demand management measures, traffic mitigation measures, and funding for improving transit and bicycle access. However, even as each TAPA is executed separately, funds can be pooled to make more systemic changes. Currently Harrison Avenue in the South End and Boylston Street in the Fenway are being designed and constructed with pooled funds from new development along the corridors. Funds can also be used to fill gaps in operations and provide maintenance funding for green infrastructure, plazas, and other features often found in TAPAs.

## Implementation

**Who's responsible:** BTM in collaboration with the BPDA and the Environment Department  
**Time Frame:** Ongoing

## Best Practices

Cambridge, MA, regularly requires a proportional contribution from new large developments towards transportation programs as mitigation for potential impacts. Contributions have funded city staff, the EZRide Shuttle, traffic calming, and more.

Left: Developers reconstructed an entrance to the Downtown Crossing T station while building the plaza and driveway at Millennium Tower

## Public Input

"Instead of parking minimums, allow developers to instead pay into green-transit funds. Money from these funds could be used to enhance the walkability of a neighborhood, add a bikeshare station, install protected cycling infrastructure, help pay for additional bus service, etc."

—02135

"Allowing developers to buy out of parking requirements will improve housing projects for all, and funds raised can build central parking garages and other infrastructure improvements."

—02139

