Overview

- History of the Station
- Renovation of the Station (Costs)
- Effects of the Renovation (Benefits)
- Future Plans
- Conclusion
  – Beneficial Project

Sources

- On Site
  – Mike Brennan, Codman Real Estate
    – South Station Air Rights Project Update (Jan. 2002)
- State Transportation Library
  – South Station Improvement Project, Final Environmental Impact Statement (1981)
  – Boston South Station Revival (1989)
  – George Sandborne
- Boston Public Library
  – Photo Archives
- MIT
  – Prof. Fredrick Salvucci

History

- Before South Station
  – Multiple Railroad Stations
  – Need for Centralization
- Funding
  – 5 private companies purchased $100,000 of stock each
  – $4.5 million in public bonds at 3.5% interest
- Expenses
  – 35 acres of land: $9 million
  – City of Boston spent $2 million relocating roads and utilities
  – $3.6 million to build headhouse, trainshed and support buildings
History

- 1904
  - 3,000 cars / day
  - 150 tons of mail / day

- 1920s
  - Busiest rail station in the world
  - Served 27-40 million riders / year

- World War II
  - Served 46 million riders in 1945

- Mid-Century Slump
  - Removal of Train Shed in 1930
  - Ridership plummeted after World War II
    - Airplanes and automobiles

- Post Office took over most of head house by 1960
- Catholic Chapel took over much remaining space
- Commuter rail service reduced
- Lunch counter and restaurant in head house closed.

History

- 1959 – Old Colony Railroad ended service
- 1961 – New Haven Railroad went bankrupt
- 1964 – Post Office took over several tracks on south side of yard
- 1965 – South Station sold to Boston Redevelopment Authority for $6.95M
- 1970s – Demolition of southern section begun
  - Stone and Webster Building
- 1975 – Headhouse listed on National Register of Historic Places
- 1978 – MBTA bought South Station for $10M

Condition of South Station

- Deteriorated buildings and tracks
- Outdated signals and switches
- Security problems
Six Alternative Plans

• Alternative 1 – No build
• Alternative 2 – Maintenance
• Alternative 3 – Rehabilitation of the headhouse and track area
• Alternative 4 – 3, plus addition of 500 car air-rights parking
• Alternative 5 – 3 & 4, plus air-rights bus terminal and 800 car parking
• Alternative 6 – 3, 4, & 5, plus air-rights hotel/office/light industry development and expansion of parking to 2,000 cars

Plan of Action

• Phase I
  – Renovate headhouse, update track work, add parking, add bus terminal, add foundations to support office tower
  – To be completed by 1985
• Phase II
  – Office tower
    • 12-14 stories, 400,000 square feet, $40 million
  – Hotel tower
    • 25 stories, 100,000 square feet, $60 million
  – Low Rise Development
    • 2 stories, 250,000 square feet, $20 million
  – To be completed by 1990

Anticipated Benefits

• Ridership Increases
  – Amtrak:
    • 1975: 537,000 passengers / yr
    • 1990: 923,000 passengers / yr (projected)
  – Commuter Rail
    • 1975: 2,774,000 passengers / yr
    • 1990: 3,824,000 passengers / yr (projected)
• Air rights development
  – valuable real estate for offices and parking

Anticipated Benefits

• MBTA’s deal:
  – MBTA purchased property
  – Equity Office Properties develops commercial space inside headhouse
  – Equity runs facility and rents space to vendors
  – MBTA and Equity split profits evenly
  – Bus terminal is similar
    • Greyhound, Peter Pan, Trailways, etc. rent space
    • MBTA splits rental profits with operating company (Codman Real Estate)

Anticipated Benefits

<table>
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<tr>
<th>Service</th>
<th>Passengers / yr</th>
<th>Gross Estimated Spent</th>
<th>Total</th>
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Profits divided evenly between Equity Office and MBTA, so total yearly revenue for MBTA = $8,439,000

Results of Renovation

• Phase 1a
  – Headhouse and railyard were rebuilt
  – Foundations installed for development of air rights
  – Completed by 1989, 4 years behind schedule
• Phase 1b
  – Bus terminal and parking garage
  – Completed by 1995, 9 years behind schedule
Ridership Increases

- Amtrak:
  - 1975: 537,000 passengers / yr
  - 1980: 829,000 passengers / yr
  - 2001: 1,080,000 passengers / yr

- Commuter Rail:
  - 1975: 2,774,000 passengers / yr
  - 1980: 12,000,000 passengers / yr
  - 2001: 18,000,000 passengers / yr

- Bus Terminal did not open until 1995

Actual Benefits

### Actual Benefits - 1990

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Profits divided evenly between Equity Office and MBTA, so total yearly revenue for MBTA = $7,043,500

### Actual Benefits - 2001

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Profits divided evenly between Equity Office and MBTA, so total yearly revenue for MBTA = $10,264,500
Future Development

- Phase II
  - Extend and connect bus terminal
  - Reclaim tracks from Post Office
  - Develop air-rights
  - Current foundations allow 9-12 stories
  - Minor modifications could allow 40+ stories
  
- Hines Responsibilities
  - Signal and track modifications ($2.2M)
  - Bus terminal completion ($6.9M)
  - Other miscellaneous ($17M)

Benefits to the City

- City of Boston Linkage Payments
  - $11.9M to city

- City of Boston Property Taxes
  - Estimated $9M / yr

- Job creation
  - 2,600 short term construction jobs
  - 600 permanent service jobs
  - Office space for 6,000 permanent office employees, ideally located in Financial District

Intangible Benefits

- New construction integrates with downtown
- Spurs expansion of bus terminal
- New office and apartment space keeps people downtown

Summary

- Project was beneficial
- Commuter rail experienced tremendous increase in ridership
- Intercity rail increased slowly
- Bus terminal increases traffic through station, helps bus companies
- Traffic through station makes food court profitable
- Office space provides steady income