



# Fiscal Policy and HIA A Healthy T for a Healthy Region

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# A Healthy **T** for a Healthy Region

PROJECTED 2012 MBTA DEFICIT: **\$161 MILLION**  
 YEARLY HEALTH COST: **\$272.1 MILLION / \$386.9 MILLION**

**COST OF ADDITIONAL TIME IN TRAFFIC**  
**\$137.5 MILLION**  
**\$186.0 MILLION**

**COST OF ADDITIONAL MORTALITY AND HOSPITALIZATIONS DUE TO AIR POLLUTION\***  
**\$1.5 MILLION**  
**\$2.1 MILLION**

**COST OF ADDITIONAL FUEL BURNED**  
**\$22.7 MILLION**  
**\$31.8 MILLION**

## PROPOSED FARE INCREASE AND SERVICE REDUCTION SCENARIOS:

**SCENARIO ONE**  
 FARES WOULD INCREASE BY **43%** AND SERVICE REDUCTIONS WOULD AFFECT BETWEEN **38-48 MILLION** TRIPS PER YEAR

**SCENARIO TWO**  
 FARES WOULD INCREASE BY **35%** AND SERVICE REDUCTIONS WOULD AFFECT BETWEEN **53-64 MILLION** TRIPS PER YEAR

**COST OF LIVES LOST DUE TO DECREASED PHYSICAL ACTIVITY**  
**\$74.9 MILLION**  
**\$116.5 MILLION**

**COST OF ADDITIONAL CAR CRASHES, INCLUDING CRASHES WITH BICYCLES AND PEDESTRIANS**  
**\$33.6 MILLION**  
**\$48.8 MILLION**

**COST OF CARBON EMISSIONS**  
**\$1.9 MILLION**  
**\$1.7 MILLION**

\*FOR ASTHMA, CHRONIC LUNG DISEASE, HEART ATTACKS, HEART DISEASE, AND MAJOR CARDIOVASCULAR EVENTS

## A Health Impact Assessment of Proposed MBTA Service Cuts and Fare Increases

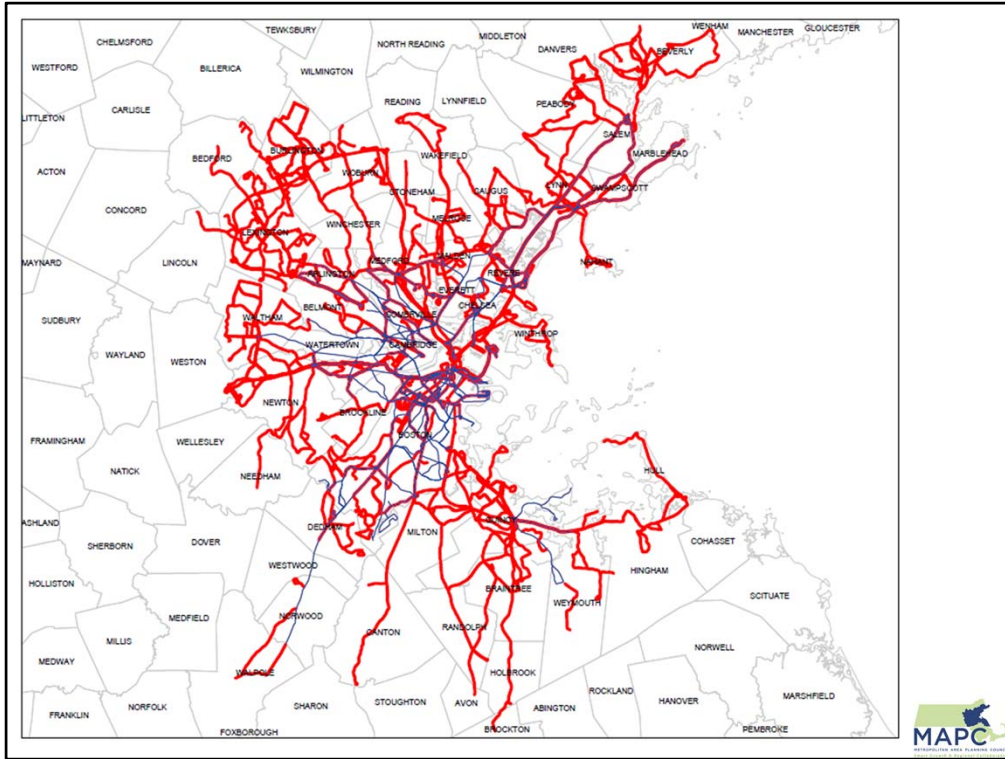


Frame topic. Explain budget deficit of 161 million.

Contentious hearings.

MAPC, as a regional planning agency, had never conducted an HIA, but this seemed like a very relevant topic to us.

Couldn't get OK from MassDOT or DPH, but we received OK from our exec director to conduct an independent HIA.

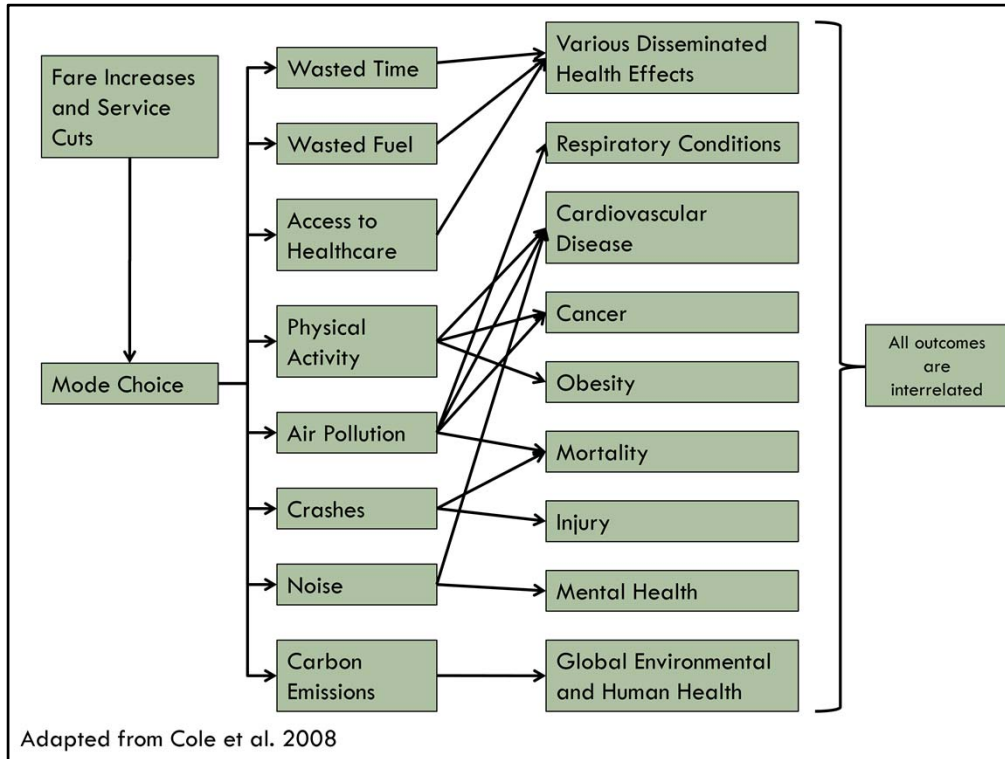


Eliminated bus routes under Scenario 2

## The T is a Health Resource

- Free Time ↑
- Physical Activity ↑
- Access to Health Care ↑
- Disposable Income ↑
- Air Pollution ↓
- Accidents ↓
- Noise ↓





## Total Cost: We Lose More than We Save

Annual Impact	Scenario 1 Cost	Scenario 2 Cost
Cost of additional time in traffic	\$137.5 million	\$186.0 million
Cost of additional fuel burned	\$22.7 million	\$31.8 million
Cost of additional car crashes, including crashes with bicycles and pedestrians	\$33.6 million	\$48.8 million
Cost of additional mortality and hospitalizations for asthma, chronic lung disease, heart attacks, heart disease, and major cardiovascular events due to air pollution	\$1.5 million	\$2.1 million
Cost of lives lost due to decreased physical activity	\$74.9 million	\$116.5 million
Cost of carbon emissions	\$1.9 million	\$1.7 million
<b>Total annual cost</b>	<b>\$272.1 million</b>	<b>\$386.9 million</b>

**To balance a \$161 million budget:  
Costs exceed savings generated by service cuts and fare hikes**



# Outcomes

The screenshot shows the Metro magazine interface. At the top, it says 'The Boston Globe' and 'Metro'. Below that is a navigation bar with categories: NEWS, METRO, ARTS, BUSINESS, SPORTS, OPINION, LIFESTYLE, MAGAZINE. Underneath are sub-categories: LOTTERY, DEPARTURES, GLOBE NORTH, GLOBE SOUTH, GLOBE WEST, and THE RACE FOR SIX.

The main article title is **Study: T belt-tightening would hurt health**. Below it, the authors are listed as **By David Abel and Eric Moskowitz** and the date is **MARCH 13, 2012**.

Below the article title, there are two more headlines:  
**How MBTA Cuts, Fare Hikes Could Impact Health** with the subtext 'SPH students take on real-world situation'.  
**Report: Proposed MBTA Changes Would Hurt Health**  
**Study shows health, financial impacts of MBTA cuts**

At the bottom of the screenshot is a video player for 'WGBH News Focus The MBTA'. The video title is 'Fare Hikes and Your Health'. The video player includes the text 'NEWS & PUBLIC AFFAIRS ► WGBH NEWS FOCUS: THE MBTA'.

MAPC logo is visible in the bottom right corner of the screenshot.

- Report released on March 13, 2012
- Presented to MBTA officials at the Massachusetts State House
- Over 25 unique press hits, MAPC's Executive Director interviewed for the local news, MAPC Staff interviewed on local radio
- Report was cited at final MBTA hearings on fare hikes
- On April 4, 2012, the MBTA board approved plans to hold average fare increases at 23% and to institute modest service cuts
  - Down from proposed 35% to 43% increases and deep service cuts

Voted **Most effective, efficient quantitative analysis** by Human Impact Partners HIPpy awards

## Challenges / Opportunities

- Our first HIA as a regional planning agency
  - Time-sensitive topic
  - Desktop / Rapid Quantitative HIA
  - Boston area academic institutions
  - Independent and unfunded
  - Lack of Monitoring / Evaluation
- Wrong-Pocket Problem
- Increased the awareness of health issues within a planning agency and within the transportation community





# Acknowledgements

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## **MAPC Executive Director**

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