

HOUSE No. 2723

The Commonwealth of Massachusetts

PRESENTED BY:

Evandro C. Carvalho

To the Honorable Senate and House of Representatives of the Commonwealth of Massachusetts in General Court assembled:

The undersigned legislators and/or citizens respectfully petition for the adoption of the accompanying bill:

An Act establishing a rapid transportation pilot for the Fairmount corridor.

PETITION OF:

| NAME: | DISTRICT/ADDRESS: | DATE ADDED: |
|----------------------------|----------------------|------------------|
| <i>Evandro C. Carvalho</i> | <i>5th Suffolk</i> | <i>1/20/2017</i> |
| <i>Linda Dorcena Forry</i> | <i>First Suffolk</i> | |
| <i>Nick Collins</i> | <i>4th Suffolk</i> | <i>1/25/2017</i> |
| <i>Daniel Cullinane</i> | <i>12th Suffolk</i> | |
| <i>Russell E. Holmes</i> | <i>6th Suffolk</i> | |
| <i>Chynah Tyler</i> | <i>7th Suffolk</i> | |

HOUSE No. 2723

By Mr. Carvalho of Boston, a petition (accompanied by bill, House, No. 2723) of Evandro C. Carvalho and others relative to establishing a rapid transportation pilot project for service improvement and cost assessment along the Fairmount line of the Massachusetts Bay Transportation Authority. Transportation.

The Commonwealth of Massachusetts

In the One Hundred and Ninetieth General Court
(2017-2018)

An Act establishing a rapid transportation pilot for the Fairmount corridor.

Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, as follows:

1 Section 1 –

2 WHEREAS, the current Massachusetts Bay Transportation Authority Fairmount
3 Commuter Rail Branch travels 9.2 miles through sections of the neighborhoods of Roxbury,
4 Dorchester, Mattapan and Hyde Park that make up the largest geographic area within the city of
5 Boston not served by rapid transit (subway service);

6 WHEREAS, one fifth of population of the City of Boston lives within one half mile of
7 the Fairmount rail line, 83% of whom are Black or Latino, and 25% are children (40% of all of
8 Boston’s children);

9 WHEREAS, 26.0% of trips from predominately Black census tracks across in the region
10 start within one half mile of a Fairmont Branch station, and an additional 12.6% of trips start on
11 bus routes that intersect with the Fairmount Branch;

12

13 WHEREAS, median household income within the Fairmount Branch corridor is \$10,000
14 less than that of Boston as a whole;

15 WHEREAS, research shows that commuting time is the single strongest factor, above
16 crime rate or elementary school test scores, in determining the odds of escaping poverty;

17 WHEREAS, service on the Fairmount Branch is ill-suited to the travel needs of inner city
18 neighborhoods and compares poorly to the service levels enjoyed by other Boston
19 neighborhoods, based on frequency, span of service, reliability, fare policy, and connectivity to
20 the rest of the transit network;

21 WHEREAS, very modest improvements on the line have spurred a three-fold ridership
22 increase between 2012 and 2016;

23 WHEREAS, the Fairmount Branch consists of an existing capacity and right-of-way that
24 could be improved at a much more cost-effective fashion than building new infrastructure from
25 scratch;

26 WHEREAS, the communities hosting the Fairmount Branch have long championed the
27 vision of operating the Fairmount Branch as if it were an urban Rapid Transit line under the
28 Indigo Line brand, with levels of service similar to the Red, Orange, Blue or Green Lines;

29 THEREFORE BE IT ENACTED BY THE GENERAL ASSEMBLY OF THE
30 COMMONWEALTH OF MASSACHUSETTS, That the Massachusetts General Laws read as
31 follows:

32 Section 2 –

33 Definitions. As used in this chapter the following words shall, unless the context clearly
34 requires otherwise, have the following meaning:

35 “Indigo Line pilot project” shall mean the two-year pilot service evaluation conducted by
36 the Department of Transportation in partnership with the Massachusetts Bay Transportation
37 Authority and the operator of commuter rail service to determine the impact of service
38 improvements on changes in ridership of the Fairmount/Indigo Line in accordance with section
39 3.

40 “Adequate Service levels” shall mean transportation service along the Fairmount Indigo
41 Line during the Indigo Line pilot project period meets the provisions of section 3 of this act.

42 Section 3 –

43 Indigo Line pilot project. The department of transportation shall conduct a two-year pilot
44 service evaluation along the Fairmount/Indigo Line in partnership with the Massachusetts Bay
45 Transportation Authority and the operator of commuter rail service pursuant to Section 3. The
46 pilot service evaluation shall assess the impact of adequate service levels, as established in
47 Section 3, on ridership of the service. The pilot service evaluation shall begin no later than 180
48 days after the effective date of this Act.

49 Section 4 –

50 Adequate Service Levels. During the Indigo Line pilot project, the Massachusetts Bay
51 Transportation Authority and operator of commuter rail service shall ensure that: 1) No less than
52 three train-sets are dedicated to Fairmount/Indigo Line service; provided that such train-sets shall
53 consist of no more than 3 coaches and 1 locomotive to minimize acceleration/deceleration time;

54 provided that such train-sets shall be specially wrapped and marked as Indigo Line trains;
55 provided, further, that such train-sets shall not be diverted from Fairmount/Indigo Line Service
56 for any purpose except maintenance directly upon such train-set. 2) Fairmount/Indigo line train
57 service operates with headways no longer than 30 minutes during off-peak hours, and no longer
58 than 15 minutes during peak hours. 3) Riders may pay for Fairmount/Indigo Line train service
59 with fare medium including, but not limited to, Charlie Cards or its equivalent successor product,
60 M7 Passes, S-Cards, Youth Passes, and other discounted fare medium available to people with
61 disabilities, seniors, and students. 4) Fares levied to access the Fairmount/Indigo Line at all
62 stations on line from Readville to South Station shall be at the same rate charged to ride the
63 subway network, with free transfers to connecting bus lines and to the Red and Silver Lines at
64 South Station. 5) Bus service at Fairmount/Indigo line stations are synchronized with train
65 schedules to the maximum extent feasible.

66 Section 5 –

67 Marketing and Outreach. The Department of Transportation in partnership with the
68 Massachusetts Bay Transportation Authority and the operator of commuter rail service shall
69 conduct, in close coordination with community groups in the corridor, a public relations
70 campaign to raise awareness of service levels during the Indigo line pilot project; provided that
71 such a campaign include information about the fare medium that may be used during the Indigo
72 line pilot project, the frequency of service, and the location of stations. The campaign shall
73 include but not be limited to improvements to signage for Fairmount/Indigo line stations, and
74 inclusion of the Indigo Line on Massachusetts Bay Transportation Authority Rapid Transit Map,
75 also known as the “spider map.”

76 Section 6 –

77 Evaluation and Data Collection. The Department of Transportation shall gather and
78 report baseline data of ridership along the Fairmount/Indigo Line to the Joint Committee on
79 Transportation no later than 30 days after the effective date of this Act; provided, that historical
80 data reported pursuant to this paragraph shall have been collected within 2 years of the report.
81 The Department of Transportation shall gather ridership data along the Fairmount/Indigo line no
82 more than every 6 months during the pilot service evaluation. Within 30 days of the end of the
83 Indigo line pilot project, the Department of Transportation shall report to the Joint Committee on
84 Transportation the results of ridership data collected during the Indigo line pilot project. Such
85 report shall state the marginal cost of implementing the pilot service evaluation, the annual
86 marginal cost of maintaining service levels, and the projected impact on ridership of maintaining
87 adequate service levels. Data shall be conducted at dates and times when ridership is at its
88 greatest volume, taking into account fluctuations based on school calendar and season. Data
89 should include demographic information on riders using the Fairmount/Indigo Line, including
90 race, age, student status, and income level. Data collected shall not exclude reverse commute
91 trips or trips that do not begin or end at South Station and analysis shall explicitly document the
92 lower marginal costs of carrying riders during the off-peak and in the reverse commute direction.