

HOUSE No. 2985

The Commonwealth of Massachusetts

PRESENTED BY:

Daniel R. Cullinane

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 rapid transportation for the Fairmount Corridor.

PETITION OF:

NAME:	DISTRICT/ADDRESS:	DATE ADDED:
<i>Daniel R. Cullinane</i>	<i>12th Suffolk</i>	<i>1/16/2019</i>
<i>Liz Miranda</i>	<i>5th Suffolk</i>	<i>2/1/2019</i>

HOUSE No. 2985

By Mr. Cullinane of Boston, a petition (accompanied by bill, House, No. 2985) of Daniel R. Cullinane and Liz Miranda relative to establishing rapid transportation for the Fairmount Corridor. Transportation.

The Commonwealth of Massachusetts

**In the One Hundred and Ninety-First General Court
(2019-2020)**

An Act establishing rapid transportation 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

4 Roxbury,

5 Dorchester, Mattapan and Hyde Park that make up the largest geographic area within the

6 city of

7 Boston not served by rapid transit (subway service);

8 WHEREAS, one fifth of population of the City of Boston lives within one half mile of

9 the Fairmount Branch rail line, 83% of whom are Black or Latino, and 25% are children

10 (40% of all of Boston’s children);

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

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

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

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

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

26 WHEREAS, the Fairmount Branch consists of an existing capacity and right-of-way that
27 could be improved in a much more cost-effective fashion than building new
28 infrastructure;

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

33 THEREFORE BE IT ENACTED BY THE GENERAL ASSEMBLY OF THE
34 COMMONWEALTH OF MASSACHUSETTS, That the Massachusetts General Laws
35 read as

36 follows:

37 Section 2 –

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

40 “Indigo Line project” shall mean the two-year service evaluation conducted by
41 the Department of Transportation in partnership with the Massachusetts Bay
42 Transportation

43 Authority and the operator of commuter rail service to determine the impact of service
44 improvements on changes in ridership of the Fairmount-Indigo Line in accordance with
45 section 3.

46 “Adequate Service levels” shall mean transportation service along the Fairmount-Indigo

47 Line during the Indigo Line project period meets the provisions of section 3 of this act.

48 Section 3 –

49 Indigo Line project. The Department of Transportation shall conduct a two-year service
50 evaluation along the Indigo Line in partnership with the Massachusetts Bay

51 Transportation Authority and the operator of commuter rail service pursuant to Section 3.

52 The

53 service evaluation shall assess the impact of adequate service levels, as established in

54 Section 3, on ridership of the service. The service evaluation shall begin no later than 180

55 days after the effective date of this Act.

56 Section 4 –

57 Adequate Service Levels. During the Indigo Line project, the Massachusetts Bay

58 Transportation Authority and operator of commuter rail service shall ensure that: 1) No

59 less than

60 three train-sets are dedicated to Indigo Line service; provided that such train-sets shall

61 consist of no more than 3 coaches and 1 locomotive to minimize

62 acceleration/deceleration time;

63 provided that such train-sets shall be specially wrapped and marked as Indigo Line trains;

64 provided, further, that such train-sets shall not be diverted from Indigo Line Service

65 for any purpose except maintenance directly upon such train-set. 2) Indigo Line train
66 service operates with headways no longer than 30 minutes during off-peak hours, and no
67 longer
68 than 15 minutes during peak hours. 3) Riders may pay for Indigo Line train service
69 with fare media including, but not limited to, Charlie Cards or its equivalent successor
70 product,
71 M7 Passes, Student Passes, Youth Passes, and other discounted fare media available to
72 people with disabilities, seniors, and students. 4) Fares levied to access the Indigo Line at all
73 stations on line from Readville to South Station shall be at the same rate charged to ride
74 the
75 subway network, with free transfers to connecting bus lines and to the Red and Silver
76 Lines at
77 South Station. 5) Bus service at Indigo line stations are synchronized with train
78 schedules to the maximum extent feasible.

79 Section 5 –

80 Marketing and Outreach. The Department of Transportation in partnership with the
81 Massachusetts Bay Transportation Authority and the operator of commuter rail service
82 shall
83 conduct, in close coordination with community groups in the corridor, a public relations

84 campaign to raise awareness of service levels during the Indigo Line project; provided
85 that
86 such a campaign include information about the fare media that may be used during the
87 Indigo
88 Line project, the frequency of service, and the location of stations. The marketing
89 campaign shall
90 include, but not be limited to, improvements to signage for Indigo Line stations, and
91 inclusion of the Indigo Line on Massachusetts Bay Transportation Authority Rapid
92 Transit Map,
93 also known as the “spider map.”
94 Section 6 –
95 Evaluation and Data Collection. The Department of Transportation shall gather and
96 report baseline data of ridership along the Indigo Line to the Joint Committee on
97 Transportation no later than 30 days after the effective date of this Act; provided, that
98 historical
99 data reported pursuant to this paragraph shall have been collected within 2 years of the
100 report.
101 The Department of Transportation shall gather ridership data along the Indigo Line no
102 more than every 6 months during the service evaluation. Within 30 days of the end of the

103 Indigo Line project, the Department of Transportation shall report to the Joint Committee
104 on

105 Transportation an evaluation of the results of ridership data collected during the Indigo
106 Line project. Such evaluation shall state the marginal cost of implementing the service
107 evaluation, the annual marginal cost of maintaining service levels, and the projected impact on
108 ridership of maintaining adequate service levels. Data shall be conducted at dates and times
109 when ridership is at its greatest volume, taking into account fluctuations based on school
110 calendar and season. Data

111 should include demographic information of riders using the Indigo Line, including race,
112 age, student status, and income level. Data collected shall include reverse commute trips or trips
113 that do not begin or end at South Station and the analysis shall explicitly document the lower
114 marginal costs of carrying riders during the off-peak and in the reverse commute direction. The
115 Department of Transportation shall work with community groups in the corridor to determine
116 how to permanently implement improvements on the Indigo Line consistent with the evaluation
117 findings.