

SENATE No. 2046

The Commonwealth of Massachusetts

PRESENTED BY:

Nick Collins

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:	
<i>Nick Collins</i>	<i>First Suffolk</i>	
<i>Michael F. Rush</i>	<i>Norfolk and Suffolk</i>	<i>1/28/2019</i>
<i>Patrick M. O'Connor</i>	<i>Plymouth and Norfolk</i>	<i>1/30/2019</i>
<i>Liz Miranda</i>	<i>5th Suffolk</i>	<i>2/19/2019</i>
<i>Russell E. Holmes</i>	<i>6th Suffolk</i>	<i>3/5/2019</i>

SENATE No. 2046

By Mr. Collins, a petition (accompanied by bill, Senate, No. 2046) of Nick Collins, Michael F. Rush, Patrick M. O'Connor and Liz Miranda for legislation to establish a rapid transportation pilot for the Fairmount corridor. Transportation.

The Commonwealth of Massachusetts

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

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

3 “Indigo Line pilot project” shall mean the two-year pilot service evaluation conducted by
4 the Department of Transportation in partnership with the Massachusetts Bay Transportation
5 Authority and the operator of commuter rail service to determine the impact of service
6 improvements on changes in ridership of the Fairmount/Indigo Line in accordance with section
7 2.

8 “Adequate Service levels” shall mean transportation service along the Fairmount Indigo
9 Line during the Indigo Line pilot project period meets the provisions of section 2 of this act.

10 SECTION 2. Indigo Line pilot project. The department of transportation shall conduct a
11 two-year pilot service evaluation along the Fairmount/Indigo Line in partnership with the
12 Massachusetts Bay Transportation Authority and the operator of commuter rail service pursuant

13 to Section 2. The pilot service evaluation shall assess the impact of adequate service levels, as
14 established in Section 2, on ridership of the service. The pilot service evaluation shall begin no
15 later than 180 days after the effective date of this Act.

16 SECTION 3. Adequate Service Levels. During the Indigo Line pilot project, the
17 Massachusetts Bay Transportation Authority and operator of commuter rail service shall ensure
18 that: 1) No less than three train-sets are dedicated to Fairmount/Indigo Line service; provided
19 that such train-sets shall consist of no more than 3 coaches and 1 locomotive to minimize
20 acceleration/deceleration time; provided that such train-sets shall be specially wrapped and
21 marked as Indigo Line trains; provided, further, that such train-sets shall not be diverted from
22 Fairmount/Indigo Line Service for any purpose except maintenance directly upon such train-set.
23 2) Fairmount/Indigo line train service operates with headways no longer than 30 minutes during
24 off-peak hours, and no longer than 15 minutes during peak hours. 3) Riders may pay for
25 Fairmount/Indigo Line train service with fare medium including, but not limited to, Charlie
26 Cards or its equivalent successor product, M7 Passes, S-Cards, Youth Passes, and other
27 discounted fare medium available to people with disabilities, seniors, and students. 4) Fares
28 levied to access the Fairmount/Indigo Line at all stations on line from Readville to South Station
29 shall be at the same rate charged to ride the subway network, with free transfers to connecting
30 bus lines and to the Red and Silver Lines at South Station. 5) Bus service at Fairmount/Indigo
31 line stations are synchronized with train schedules to the maximum extent feasible.

32 SECTION 4. Marketing and Outreach. The Department of Transportation in partnership
33 with the Massachusetts Bay Transportation Authority and the operator of commuter rail service
34 shall conduct, in close coordination with community groups in the corridor, a public relations
35 campaign to raise awareness of service levels during the Indigo line pilot project; provided that

such a campaign include information about the fare medium that may be used during the Indigo line pilot project, the frequency of service, and the location of stations. The campaign shall include but not be limited to improvements to signage for Fairmount/Indigo line stations, and inclusion of the Indigo Line on Massachusetts Bay Transportation Authority Rapid Transit Map, also known as the “spider map.”

SECTION 5. Evaluation and Data Collection. The Department of Transportation shall gather and report baseline data of ridership along the Fairmount/Indigo Line to the Joint Committee on Transportation no later than 30 days after the effective date of this Act; provided, that historical data reported pursuant to this paragraph shall have been collected within 2 years of the report. The Department of Transportation shall gather ridership data along the Fairmount/Indigo line no more than every 6 months during the pilot service evaluation. Within 30 days of the end of the Indigo line pilot project, the Department of Transportation shall report to the Joint Committee on Transportation the results of ridership data collected during the Indigo line pilot project. Such report shall state the marginal cost of implementing the pilot service evaluation, the annual marginal cost of maintaining service levels, and the projected impact on ridership of maintaining adequate service levels. Data shall be conducted at dates and times when ridership is at its greatest volume, taking into account fluctuations based on school calendar and season. Data should include demographic information on riders using the Fairmount/Indigo Line, including race, age, student status, and income level. Data collected shall not exclude reverse commute trips or trips that do not begin or end at South Station and analysis shall explicitly document the lower marginal costs of carrying riders during the off-peak and in the reverse commute direction.