

**Livable & Sustainable
Communities:
FTA investments in the
Fairmount/ Indigo Line Transit
Corridor**

**10th Annual New Partners for Smart
Growth Conference – Charlotte, NC**

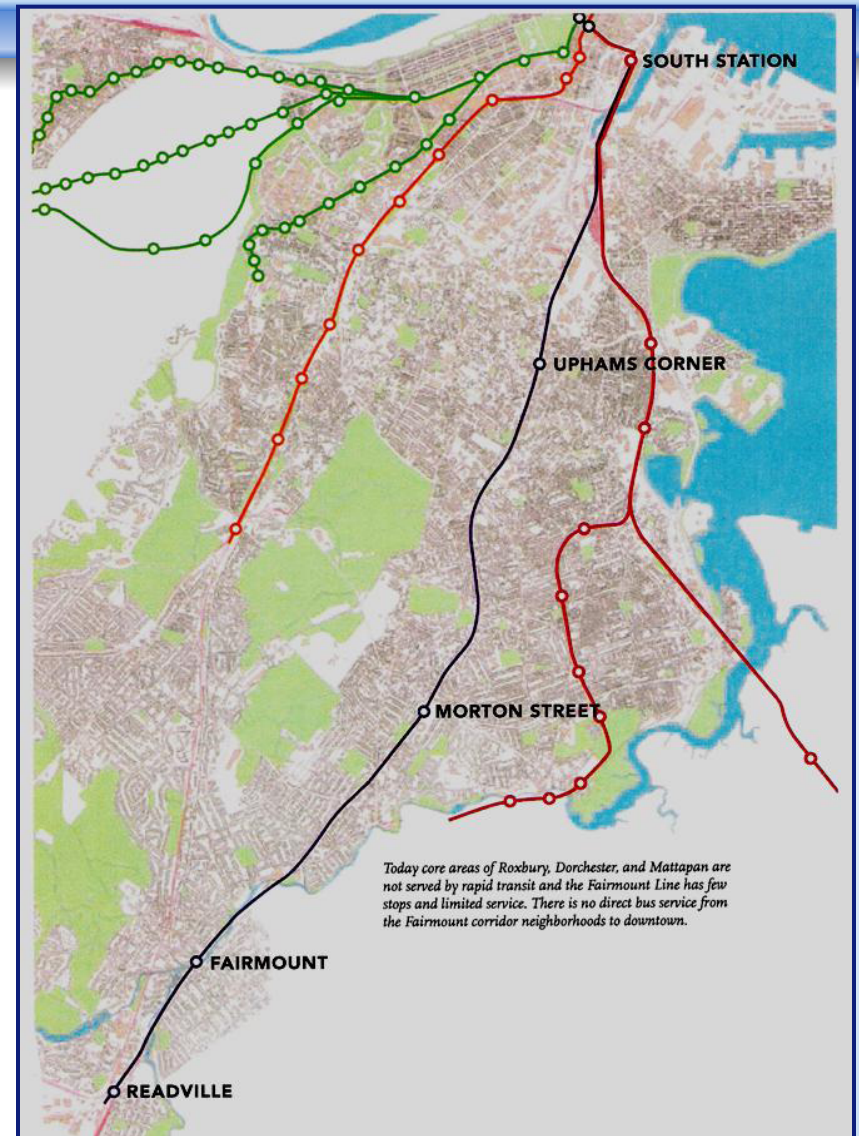
February 2011



Mary Beth Mello, Regional Administrator, FTA

Fairmount/Indigo Line Corridor Characteristics

- The corridor follows the ROW of an existing Commuter Rail Line, the Fairmount Branch, which connects 3 urban Boston neighborhoods (Dorchester, Mattapan & Hyde Park) to Boston CBD
- The corridor is 9.2 miles in length
- 160,000 residents live in the corridor.



Fairmount/Indigo Line Corridor Demographics

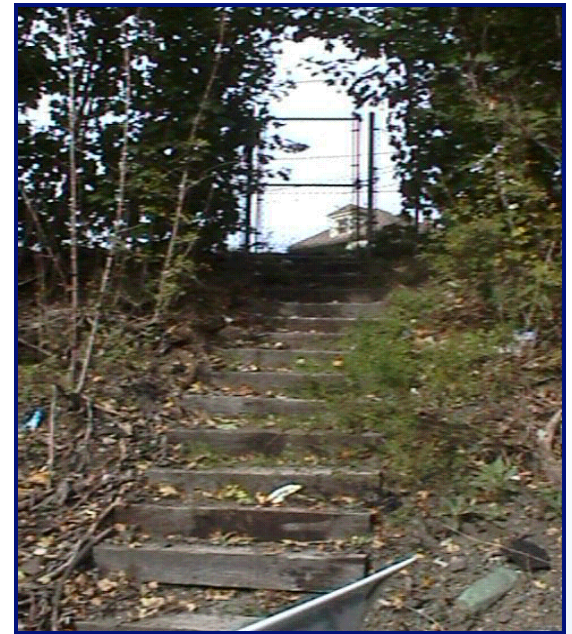
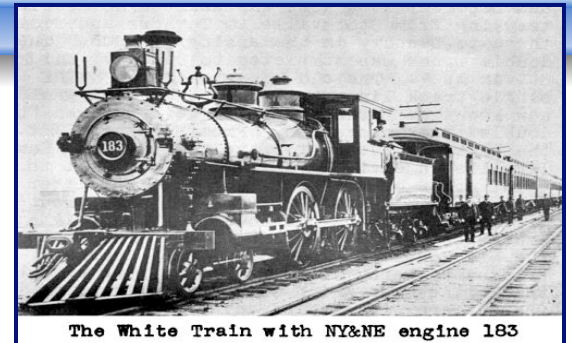
- Low-income area—HH income \$17,000 less than regional avg.
- 63% minority population (91% between Uphams & Morton)
- Transit ridership 4X regional avg.
- 29% of HH do not own a car (40% between Uphams & Morton)
- Longest average commute times w/in City of Boston—1 ¼ hrs



Fairmount/Indigo Line History

The Early Years (19th Century)

- 1855: service begins on “Midland RR”
- Service suspended that same year, due to concerns over grade-crossings
- 1856: Service re-opened with no grade crossings (21 new bridges built in a yr!)
- 11 intermediate stations
- ‘TOD’ patterns established by early station sitings
- 4 Track ROW



Remnants of abandoned Mt. Bowdoin Station at Four Corners



Fairmount/Indigo Line History

20th Century

- 1944: Passenger service discontinued
- 1979: Service restored from South Station to Readville with a stop at Fairmont but with no stations in Dorchester or Mattapan
- 1987: Two new stations opened at Uphams & Morton due to community activism



From What ...

- Area between Red & Orange Lines in Boston unserved by Rapid Transit
- Current Line bypasses key neighborhood centers
- Poor frequency of service
- Limited evening service
- No weekend service
- “Flag stops”
- No fare integration with Subway
- Primitive, unattractive stations

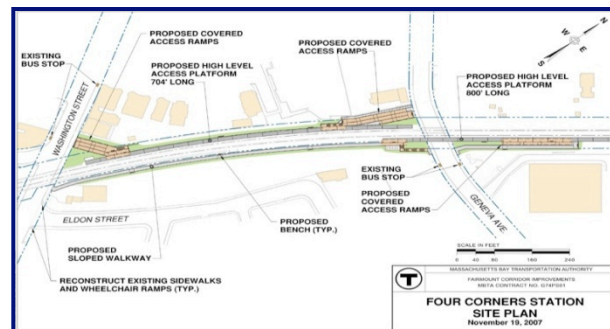


...to What (Transit)

- 4 New Stations at key neighborhood nodes:
 - ◆ Newmarket/South Bay, 4 Corners, Talbot Ave & Blue Hill Ave
 - ◆ Four Corners Station projected to have the highest ridership in the entire Commuter Rail system (1,900 boardings/day)
 - ◆ Talbot would be 12th highest (1,090 boardings/day—tied w/ Providence RI)



Newmarket Station



Site Plan for Four Corners Station



Talbot Ave. Station



...to What



- Run it *as if* it were Rapid Transit (**Indigo Line**):
 - ◆ Evening & weekend service
 - ◆ Rapid transit-like headways
 - ◆ Fare integration w/ MBTA system
 - ◆ Put it on the map!
- “Railroad Rapid Transit”
- Former GM Mulhern: “*Think Rapid Transit, use Commuter Rail*”

Map B1

Median Household Income & Recent|Proposed|Speculative Development Projects
Fairmount/Indigo Line
Boston, MA

Legend

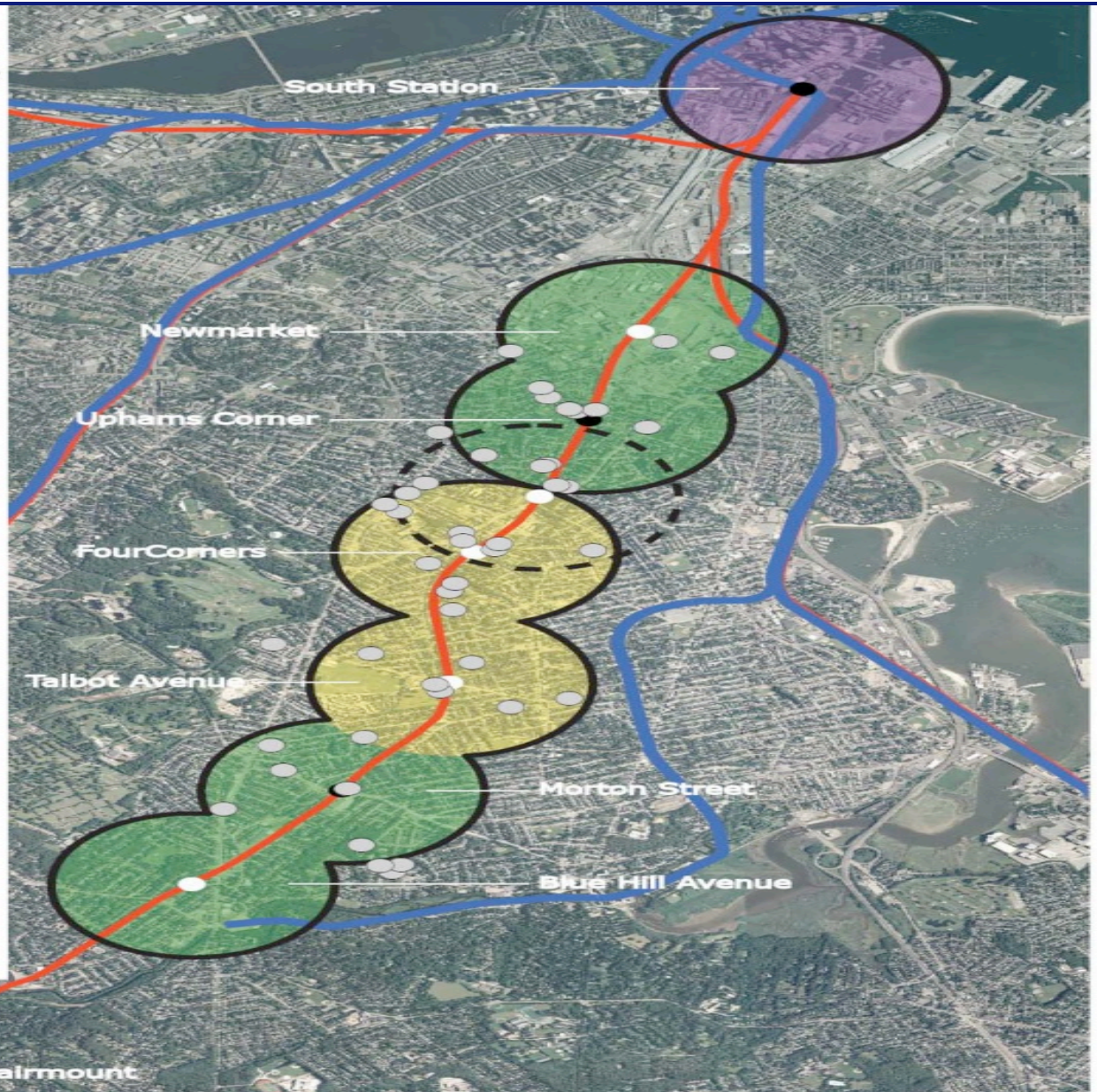
- Existing Commuter Rail Stop
- Proposed Commuter Rail Stop
- Development Project
- Heavy/Light Rail Transit
- Commuter Rail Transit

Median Household Income \$52,792
Percent Of Regional Median Income

- 0-30%
- 30-60%
- 60-80%
- 80%+

- MBTA Existing/Planned Station Areas
- Locally Planned Station Areas

- * Some projects may not show up due to overlapping dots
- * Known completion dates for projects date as far back as 2001; completion dates were not available for all projects.



Source:
Reconnecting America
Strategic Economics
Boston Redevelopment Authority

Case Study: Fairmount/Indigo Line Boston MA



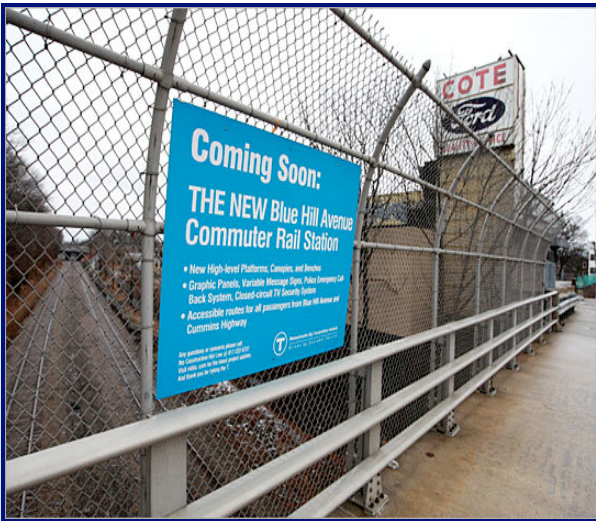
Uphams Corner Station
Area
Before Investment



Uphams Corner Station
Area
After Investment



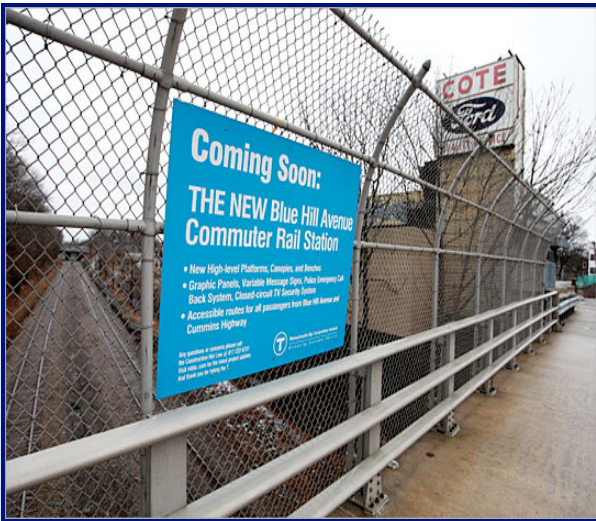
FTA Investment



- \$37.3M initial infrastructure investment:
 - ◆ Station rehab at Uphams & Morton including construction of high level platforms
 - ◆ Rehab/replacement of 6 functionally obsolete bridges
 - ◆ Construction of an interlocking & signal system at Columbia Rd. Jct.
- FTA's initial investment is leverage for an additional \$135M in State Funds for construction of 4 new stations:
 - ◆ 4 Corners: Scheduled Completion: 7/2012
 - ◆ Talbot Ave: Scheduled Completion 10/2012
 - ◆ Newmarket: Scheduled Completion 12/2012
 - ◆ Blue Hill Avenue/Cummins Highway Station currently in design
- ◆ Community is also seeking to add a fifth new stop at Columbia Road



FTA Investment



- ◆ FTA Planning funds used by MBTA to conduct fare study to examine feasibility of flattening fare
- ◆ MBTA is also exploring expanding the frequency and days of service

Project Lessons

- Type of Transit Service/LOS Matters
- Project does not reinvent the wheel—consists of improvements to an existing capacity
- Bottom-up project driven by involvement of community groups
- Anti-displacement is a priority for project advocates



A Circle of Support

...and FTA's investments are helping to spur the economic development of the corridor, supporting EPA & HUD investments, which in turn support the transit service...

