



**Remarks of Mayor Martin J. Walsh
MBTA Fiscal and Management Control Board
October 7, 2019**

As prepared for delivery

Thank you Chair **[Joseph] Aiello** and members of the board, Secretary **[Stephanie] Pollack** and General Manager **[Steve] Poftak**.

The City of Boston's partnership with the MBTA is one of the most important we have. Our residents depend on it; our workforce depends on it; our economy and our environment depend on it. So I will always advocate for the best possible service, to meet the needs of our residents today and tomorrow, and I will always be a committed and constructive partner to the MBTA and this board.

Working together, we've made progress:

- We've built Boston's first bus lanes in a generation, in Roslindale, in Allston, and now on North Washington St.
- We protected seniors from the fare increase.
- We provided T passes to our young people in all of Boston schools, 7th grade through 12th grade.
- We provided late-night bus service for 3rd-shift workers.

These are important collaborations. In fact, every time we increase access, increase service, and increase equity in this system, the residents of Boston respond with increased use and increased support of this system.

We are listening to them and advocating for them, and they are eager for more. That's why I'm here today: to advocate for essential next steps to improve mobility in our city and region.

The first is to increase service levels on the Fairmount Line. When I took office nearly 6 years ago, Boston hadn't done a comprehensive plan in 50 years. So we launched plans in every policy area. Both our Transportation plan, Go Boston 2030, and our comprehensive plan, Imagine Boston 2030, identified the Fairmount Line as a priority.

There's a reason for that. Public transit is key to achieving our goals as a city, but public transit is not equally available in our city. So not everyone can participate equally in our growth.

All you have to do is look at a map of the system and you can see the area of Boston with no subway service. It's Dorchester, Roxbury, Mattapan, and Hyde Park. It's the Fairmount Line. It's our largest, most diverse neighborhoods. One-fifth of Boston's population lives along the nine-mile route of the Fairmount Line. 83% of those residents are Black or Latino. They need and they deserve better service.

We're making investments in these communities—from Newmarket to Uphams Corner to Mattapan Square to Readville. We need investments in public transit to unlock their full potential.

That's why our teams—the MBTA and City of Boston—worked together to create a plan. It's a plan to increase frequency and make the Fairmount Line a true asset for our residents, our city, and our state.

I urge the Board to adopt our Service Enhancement Proposal for the Fairmount Line, being presented today. And I urge the board to adopt it on a quick timeline. Our residents and workforce are speaking loud and clear. They want the service. They need the service. They will use the service.

It's an important step, but our residents don't only work in Boston and our workforce doesn't only live in Boston. We are part of a regional economy and a regional, statewide transportation network.

That's why I support a bold vision of regional rail to serve the entire Commonwealth.

In Boston, we see the need every day. Our worst congestion is at the points where people are trying to get in and out of our city. Drivers want, and would use, better transit options. So we're calling for higher frequency, all-day service on the lines between Route 128 and Downtown Boston. And we strongly support electrification of the system, to lower emissions, meet our climate goals, and improve public health.

Ultimately, we need a system that supports the demand of today and unlocks the growth of tomorrow. That's why the work you do on this Board is so vital, and why I'm grateful for our continued collaboration.

Thank you for your time and I look forward to our continued work together.