

Berkshire Flyer

Working Group

September 26, 2017

Berkshire Flyer Legislation

SECTION 137. The Massachusetts Department of Transportation shall convene a working group, not later than October 1, 2017, **to identify and evaluate the economic and cultural benefits and political, legal or logistical challenges** to the Berkshire and western Massachusetts regions of the commonwealth and the commonwealth as a whole of establishing **direct seasonal weekend passenger rail service between the city of New York, New York and the city of Pittsfield between Memorial Day and Columbus Day weekends modeled on the CapeFLYER passenger rail**. The working group shall contact state, local and county officials of the state of **New York** to **identify opportunities for collaboration and mutually-beneficial improvements and expansions in passenger rail infrastructure and service**. The working group shall include, but not be limited to, a designee from the secretary of housing and economic development, elected officials from the state and federal legislative delegations, the duly elected mayor of city of Pittsfield, the Berkshire County Regional Planning Commission and existing rail service stakeholders. The secretary of the Massachusetts Department of Transportation shall designate a qualified individual to chair the working group. **The working group shall submit its findings** to the Massachusetts Department of Transportation, the senate and house chairs of the joint committee on transportation, the chairs of the senate and house committees on ways and means and the senate and house chairs of the joint committee on tourism, arts and cultural development **on or before March 1, 2018**.

The CapeFLYER Model

History of CapeFLYER

- First scheduled rail service to Cape Cod since Amtrak's Cape Codder ceased operation in 1996.
- CapeFLYER is the first direct rail service between South Station in Boston and Cape Cod since 1961 (service started in 2013).
- Operated by the Cape Cod Regional Transit Authority (CCRTA) in collaboration with MBTA and MassDOT.
- The service runs on the weekends, starting Friday evening, and including holidays between Memorial Day weekend and Labor Day weekend.

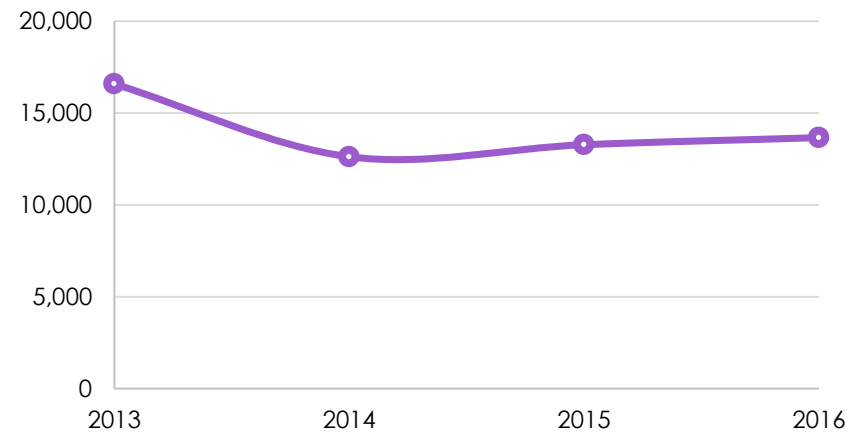
CapeFLYER Route



- 78 Miles
- Track Owners: MBTA; MassDOT
- Average Journey Time: 2 hours

CapeFLYER

Seasonal Ridership: 2013 - 2016



CapeFLYER Fares: Market-Rate | Service: Weekend-Only

**South Station, Braintree
or Brockton to Hyannis**
\$22 one way | \$40 round trip

**South Station, Braintree
or Brockton to
Wareham Village or
Buzzards Bay**
\$20 one way | \$35 round trip

**Middleborough/Lakeville,
Wareham Village
or Buzzards Bay
to Hyannis**
\$5 one way | \$8 round trip

*Children 11 and under ride free, when accompanied by paying adult.

*Seniors and persons with disabilities can ride ½ off.

Boston to Hyannis	FRIDAYS	Hyannis to Boston	FRIDAYS
5:50PM	South Station	9:00PM	Hyannis
6:10PM	Braintree	10:00PM	Buzzards Bay
6:23PM	Brockton	10:10PM	Wareham Village
6:40PM	Middleborough/ Lakeville	10:30PM	Middleborough/ Lakeville
7:05PM	Wareham Village	10:46PM	Brockton
7:15PM	Buzzards Bay	11:00PM	Braintree
8:15PM	Hyannis	11:18PM	South Station
Boston to Hyannis	SATURDAYS AND SUNDAYS	Hyannis to Boston	SATURDAYS AND SUNDAYS
8:00AM	South Station	6:40PM	Hyannis
8:20AM	Braintree	7:40PM	Buzzards Bay
8:33AM	Brockton	7:50PM	Wareham Village
8:52AM	Middleborough/ Lakeville	8:10PM	Middleborough/ Lakeville
9:10AM	Wareham Village	8:26PM	Brockton
9:20AM	Buzzards Bay	8:42PM	Braintree
10:20AM	Hyannis	9:02PM	South Station

CapeFLYER Amenities

- Free Internet



- Café Car

Beverages, Sandwiches,
Snacks, Beer and Wine

- Bike Storage



- Parking

South Station – nearby lots from \$5 per half hour to \$30 per day

Braintree Station – \$7 per day

Brockton Station – \$3 per day

Middleboro/Lakeville Station – \$4 per day

Wareham Station – free

Buzzards Bay Station – free

Hyannis Transportation Center – \$10 per day

- Accessible Stations



Costs to Build and Operate

❑ Capital costs

Leveraged other work on MassDOT owned line used by freight and excursion services.

track surfacing, new railroad ties, new signage, improvements to the Buzzards Bay and Hyannis stations, and repairs to numerous grade crossings along the Cape Main Line

\$400,000 for Wareham station platform improvements when Wareham added to schedule

❑ Operating costs

Fully paid for by fares (market-rate)

Avoided negative competitive impact to bus carriers

❑ Start up costs

Marketing push in Year 1, decreasing significantly over time as service becomes more well known.

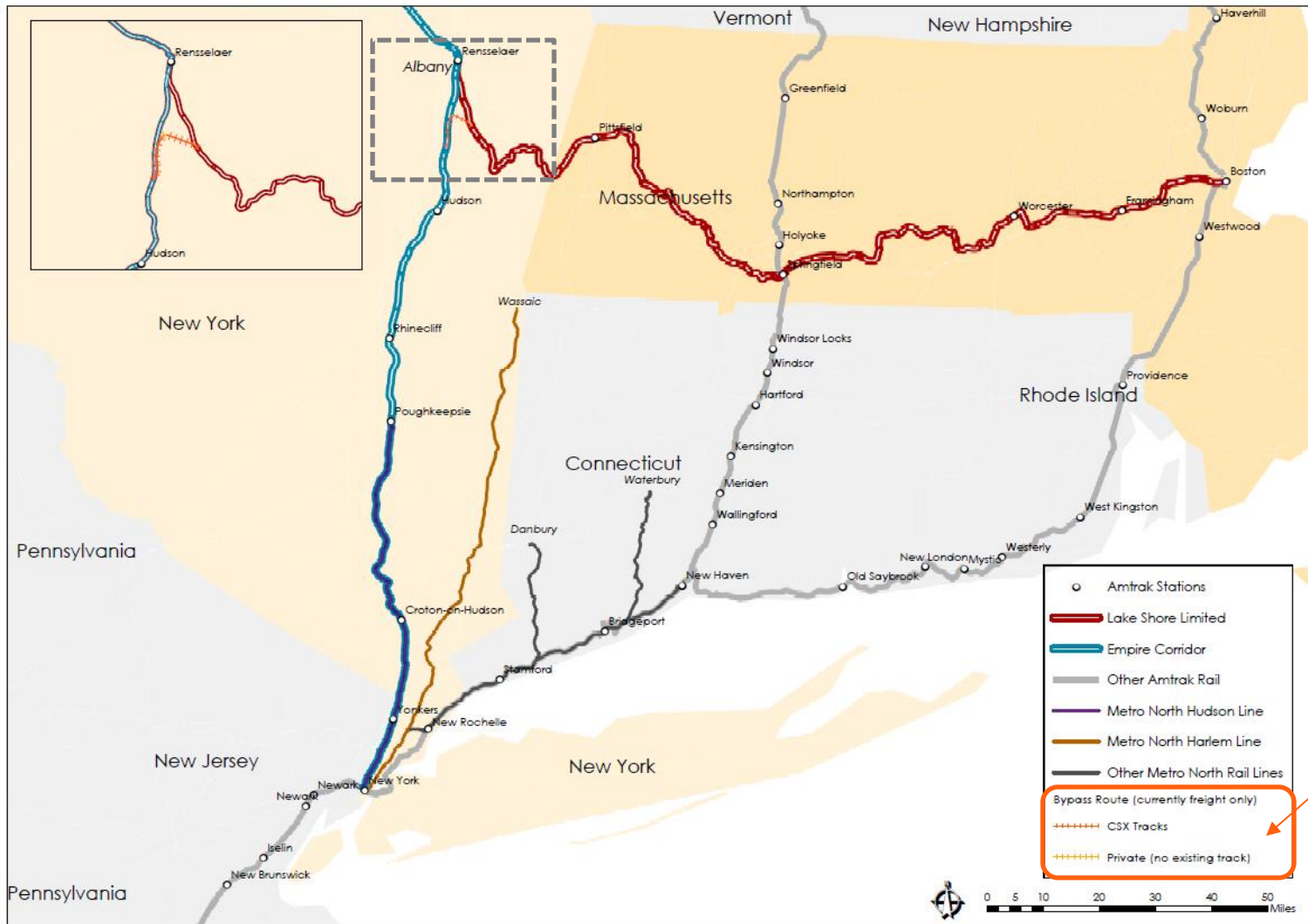
In-kind contributions by local businesses

CCRTA pledge of \$1.1m to cover any shortfall

Berkshire Flyer Rail Geography

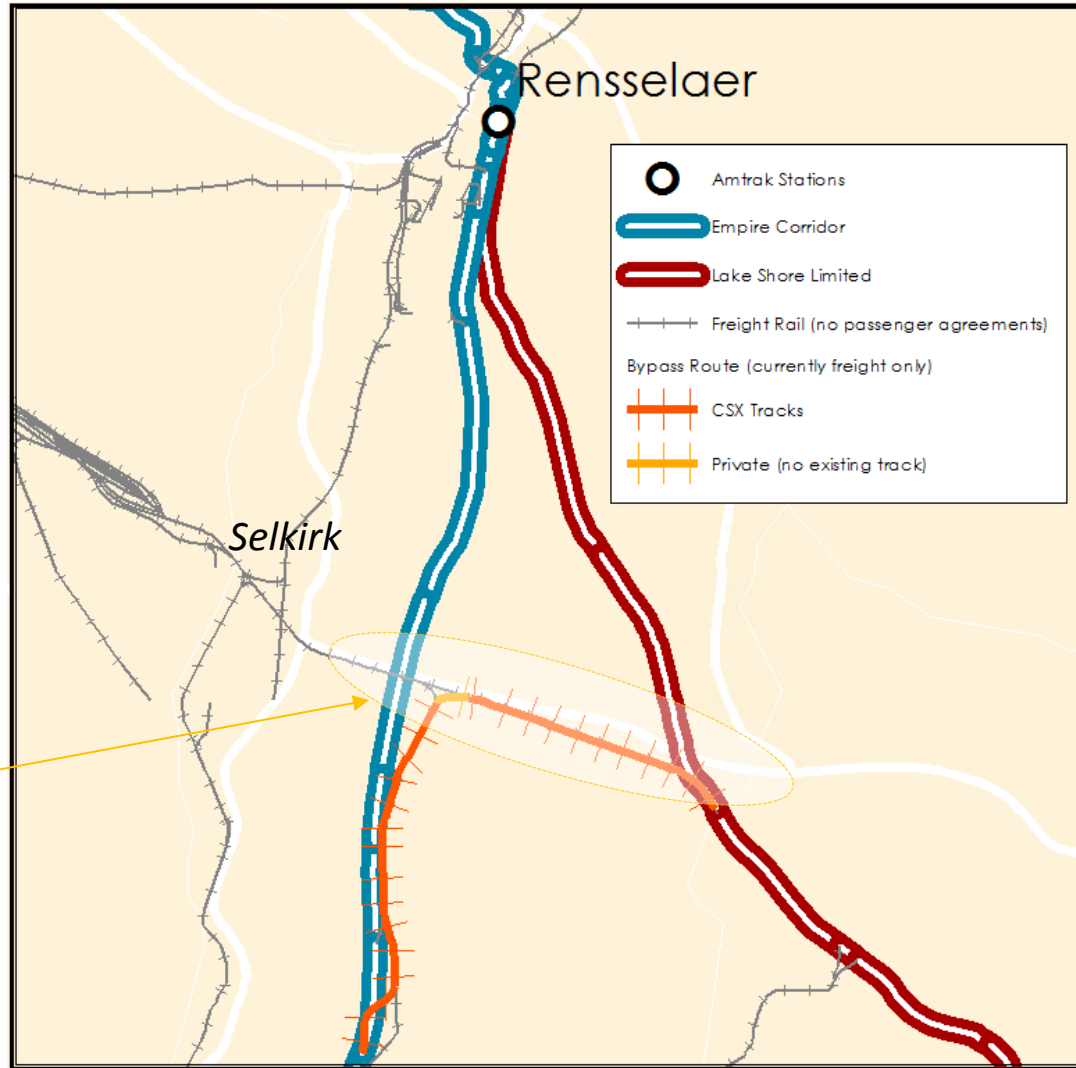
Existing Amtrak and MTA Passenger Routes to NYC

(and CSX freight portion)



Amtrak does not have an operating agreement here

Bypass Route – In Detail



Juncture for CSX:
Connects to Selkirk
and CSX Rail Yard

Who Owns the Routes Amtrak Operates On?

