

# REGIONAL TRANSPORTATION ADVISORY COUNCIL

## Summary of January 14, 2009 Meeting

This meeting was held in Conference Room 4 of the State Transportation Building at 10 Park Plaza, Boston.

The meeting was called to order at 3:05 PM.

### 1. Introductions

### 2. Chair's Report – Malek Al-Khatib, *Chair and Boston Society of Civil Engineers*

Please volunteer to work on the Advisory Council's committees. Much of the Advisory Council's work will happen in committee, so your participation is greatly needed at the committee level.

### 3. Approval of the Draft Meeting Minutes of November 12, 2008

The minutes were approved unanimously.

### 4. Member Announcements

The Advisory Council should be more involved in projects around the region. In the past, the Advisory Council chair assigned members to projects and asked to them report updates. (Steve Olanoff, Westwood)

*Marilyn Wellons represented the Advisory Council on the Storrow Tunnel Citizen Advisory Committee before that project stalled. It would be valuable to renew that level of involvement.* (Kristina Johnson, Quincy)

### 5. Presentation: "Public-Private Partnerships in Rail Transport" – John Kennedy, *President and CEO, Cape Rail, Inc.*

John Kennedy discussed Cape Rail's freight and passenger rail service on Cape Cod.

The Mass Coastal Railroad, the company's freight service, operates from Middleboro to South Yarmouth and Hyannis. What Cape Rail hails as the future of municipal solid waste transportation, the Energy Train, transports trash from Cape Cod to a waste-to-energy SEMASS facility in Rochester, MA, six days a week. The company is quick to point out that each railcar load takes two to four trucks off local roads and highways; last year it replaced 21,000 trucks from Cape Cod's roadways.

The Cape Cod Central Railroad provides themed, round-trip passenger service from Hyannis to Buzzards Bay. The Cape Cod Central offers dinner, luncheon and brunch reservations, a scenic

tour of the Cape, and Halloween and Thanksgiving tours from May through October. Mass Coastal's passenger interests also include commuter service. As the State continues to explore opportunities for commuter rail from the Middleboro terminus to Cape Cod, Mass Coastal is exploring the viability of extended and expanded connecting service from Buzzards Bay, operating eight weekday trains and four weekend trains.

For more information about Cape Rail, see [www.caperailinc.com](http://www.caperailinc.com).

### Points and Issues Raised During Discussion

Will Cape Rail's low-floor center-door cars satisfy ADA compliance? (Frank DeMasi, Wellesley)

*These cars are designed to accommodate ramps from mid-level to ground level. The cars' end doors would meet platforms, and Cape Rail may upgrade its fleet in the future. (J. Kennedy)*

Is Cape Rail involved with the planning for the South Coast Rail project? (K. Johnson, Quincy)  
*Mass Coastal participates in the process, but the projects are different. South Coast Rail would add trains and service directly to South Station, whereas Cape Rail would add connecting service to Middleboro. (J. Kennedy)*

Has Cape Rail considered expanding service to Rhode Island? (Marvin Miller, American Council of Engineering Companies)

*The idea has been considered, but Cape Rail executives have not spoken with Rhode Island transportation officials. (J. Kennedy)*

Is there sufficient clearance for bi-level trains along the entire route? (David Ernst, MassBike)  
*Yes. (J. Kennedy)*

Would the North/South Rail Link improve the likelihood of commuter rail service to Cape Cod? (John Businger, National Corridors Initiative)

*Yes. That project would increase capacity in the entire commuter rail system, alleviating the chief concern of any expansion project. (J. Kennedy)*

Has Cape Rail researched previously offered excursion service by Amtrak? (F. DeMasi)

*Yes, Cape Rail has discussed its ambitions with Amtrak, and both parties believe there is a symbiotic opportunity. (J. Kennedy)*

What are the economic development impacts for freight service along the Middleboro-Buzzards Bay corridor? (Walter Bonin, Marlborough)

*The corridor does not support traditional industry, but it is uniquely suited for smaller, environmentally related businesses. (J. Kennedy)*

Do you coordinate with CSX? (M. Al-Khatib)

*CSX is Cape Rail's Class I Partner. Mass Coastal's lines feed directly into CSX lines, so both parties are well coordinated with each other. (J. Kennedy)*

Is the waste on the Energy Train pre-sorted? (Dennis Baker, American Council of Engineering Companies)

*Municipalities determine whether to pre-sort waste, but Mass Coastal carries all waste. (J. Kennedy)*

**6. Presentation: “MBTA Transit Signal Priority Study: Arborway Corridor” – Mark Abbott, Chief Transportation Planner, CTPS**

Mark Abbot detailed a recently completed MPO study. The MBTA Transit Signal Priority Study: Arborway Corridor assessed bus service on Bus Route 39 from Huntington Ave. to Forest Hills and considered methods to best incorporate transit-signal priority (TSP) in the 2.2-mile Arborway corridor. This study evaluated the potential effectiveness of TSP, transportation system management, and traffic signal coordination. The evaluation produced several recommendations, including improved and coordinated signalization and a reduction in the number of bus stops, for the MBTA and the City of Boston to consider for improved bus service. A memo of the study is available for download from the MPO website at [www.bostonmpo.org](http://www.bostonmpo.org).

*Points and Issues Raised During Discussion*

Has the MBTA abandoned plans to re-establish Green Line service to the Arborway? (M. Al-Khatib)

*A Citizens Advisory Committee continues to look at the project. (M. Abbott)*

This service seems to validate concerns for re-establishing trolley service in the corridor. Pedestrian safety improvements like bulb-outs and the loading zones for buses take on-street parking spaces just as rehabilitated trolley service would. (F. DeMasi)

*The MBTA intended to minimize takings of on-street parking. The City has hesitated to support bulb-outs for longer, articulated buses in the corridor. (M. Abbott)*

What criteria did the study use to determine how many bus stops should be in the corridor? (M. Miller)

*The study is sensitive to a number of destinations in the corridor such as the VA Hospital and several parks. The number of bus stops took those destinations into account. (M. Abbott)*

SAFETEA-LU promotes time management and information in transit. Did the study utilize SAFETEA-LU templates in its development? (Elliott Rothman, Boston Society of Architects)

*The study utilized a calibrated VISSIM model based on general traffic conditions and on real-time bus travel time. (M. Abbott)*

**7. Committee Announcements**

Freight – W. Bonin

Beacon Yards may close, pushing freight diversion into MetroWest and congesting highways there with increased truck traffic. Committee members are concerned about this. The Committee will review its charter in February and present it to the Advisory Council when approved.

MBTA Finance Committee – K. Johnson

The Committee is still developing a draft letter to present to the Advisory Council. The Committee plans to meet again before the February 11 Advisory Council meeting and will present a draft letter for approval by the Advisory Council then.

Membership Committee – J. Businger

The Committee is still considering citizen, professional, and transportation groups to invite to the Advisory Council. The Committee plans to meet again before the February 11 Advisory Council meeting and will present a draft list for Advisory Council approval then.

**8. Adjourn**

The meeting adjourned at 4:25 pm.

**Attachments:**

1. Attendance List for January 14, 2009
2. Presentation: “Public-Private Partnerships in Rail Transport”

## **1. Attendance List for January 14, 2009**

### **Agencies**

Brian Kane, MBTA Advisory Board  
Steven Rawding, Massachusetts Aeronautics Commission  
Chan Rogers, Southwest Advisory Planning Committee  
Donna Smallwood, MassRIDES

### **Cities and Towns**

Marcy Crowley, Wayland  
Frank DeMasi, Wellesley  
Kristina Johnson, Quincy  
Tom Kadzis, Boston  
Kurt Mullen, Needham  
Steve Olanoff, Westwood  
Laura Wiener, Arlington

### **Citizens Groups**

Malek Al-Khatib, Boston Society of Civil Engineers  
Dennis Baker, American Council of Engineering Companies  
John Businger, National Corridors Initiative  
David Ernst, MassBike  
John Kane, Access Advisory Committee to the MBTA  
John McQueen, WalkBoston  
Marvin Miller, American Council of Engineering Companies  
Elliot Rothman, Boston Society of Architects

### **Guests and Visitors**

Romin Koebel  
Ed Lowney  
Arnold Pinsley

### **MPO Staff**

John Hersey  
Pam Wolfe



**Partnership in  
*Motion* for**

**Massachusetts**

January 14, 2009



# Corporate Philosophy



## CORNERSTONES

### “Partnership Principle” - “Stakeholder-centric”

#### □ Partnership with Stakeholders



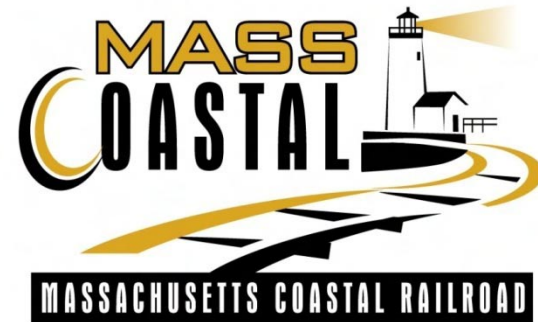
~ Communities (Neighbors, Towns, , Civic Groups)

~ Customers (“Guests” - passengers)

~ Commonwealth  , Agencies, Legislators, Regulators)

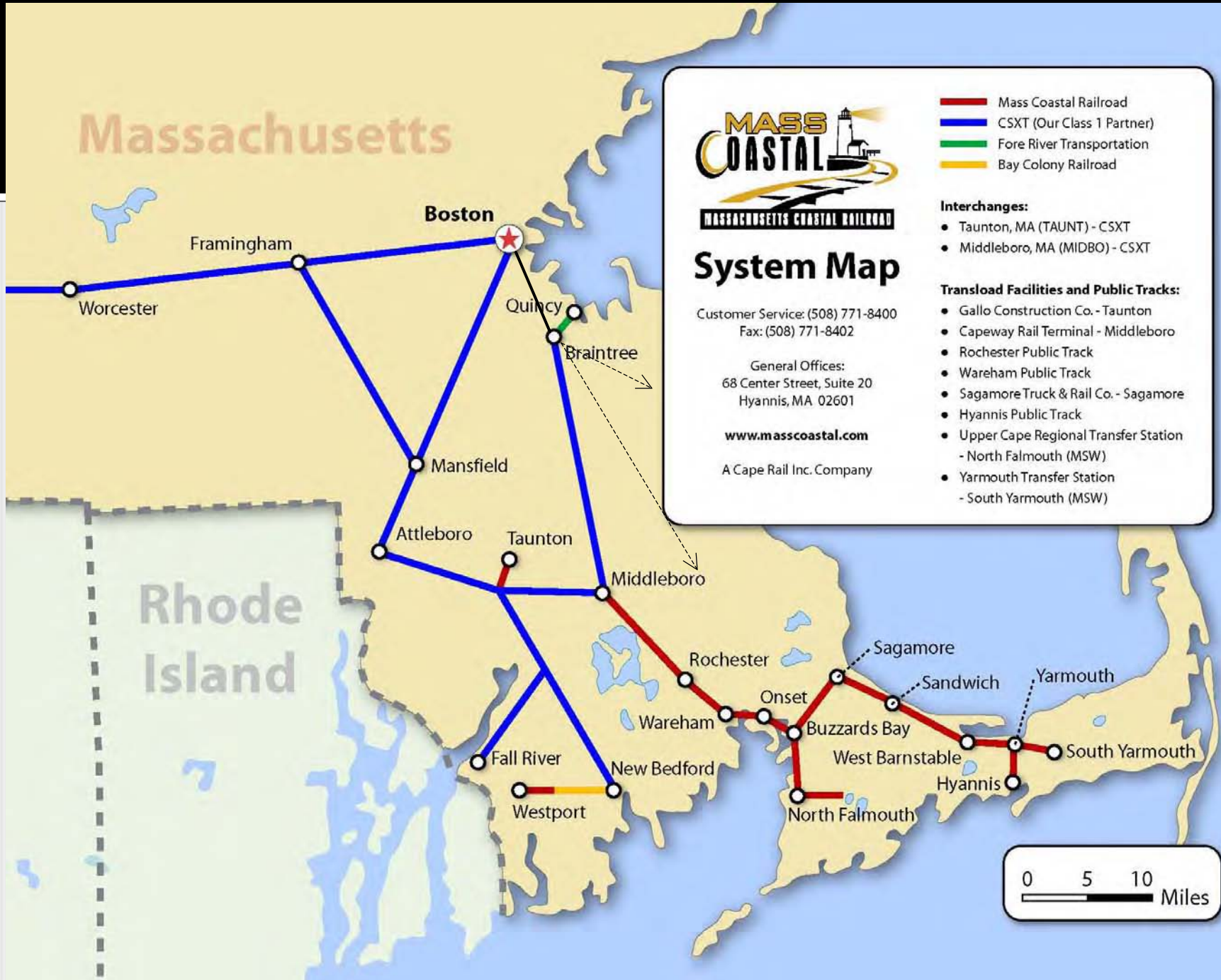
~ Employees (“Missionaries”)

# Who We Are





# Massachusetts



- Mass Coastal Railroad
- CSXT (Our Class 1 Partner)
- Fore River Transportation
- Bay Colony Railroad

- Interchanges:**
- Taunton, MA (TAUNT) - CSXT
  - Middleboro, MA (MIDBO) - CSXT

## System Map

Customer Service: (508) 771-8400  
 Fax: (508) 771-8402

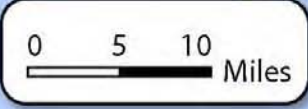
General Offices:  
 68 Center Street, Suite 20  
 Hyannis, MA 02601

[www.masscoastal.com](http://www.masscoastal.com)

A Cape Rail Inc. Company

**Transload Facilities and Public Tracks:**

- Gallo Construction Co. - Taunton
- Capeway Rail Terminal - Middleboro
- Rochester Public Track
- Wareham Public Track
- Sagamore Truck & Rail Co. - Sagamore
- Hyannis Public Track
- Upper Cape Regional Transfer Station - North Falmouth (MSW)
- Yarmouth Transfer Station - South Yarmouth (MSW)



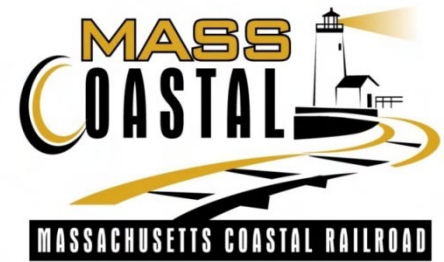
# The (former) TRASH TRAIN



# Investment in the Future...

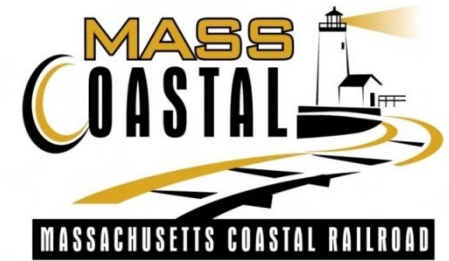


# The *ENERGY TRAIN*



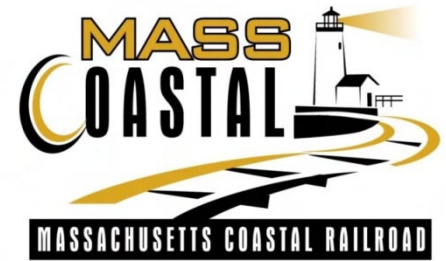
**The Present and Future of Municipal Solid Waste Transportation**

# The *ENERGY* TRAIN



**Economically and Environmentally Transporting The Majority of Cape Cod's Solid Waste to the SEMASS Trash-to-Energy Plant in Rochester, MA**

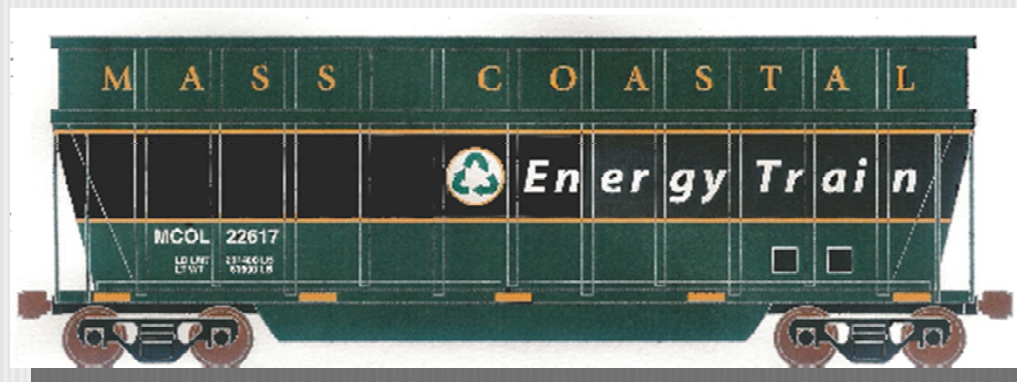
# The *ENERGY* TRAIN



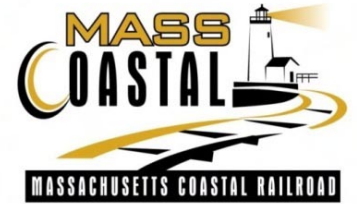
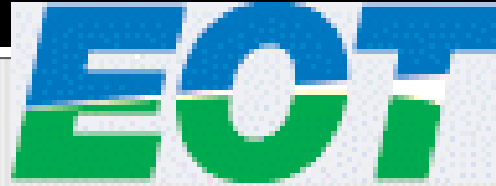
# What is Mass Coastal focused on?



## Expansion of *The Energy Train* - A Cape Cod success story !



# Customer comment...



***“I express my deepest confidence and compliments to Mass Coastal and their team of professional rail experts, as well as their equipment and service to the Upper Cape Regional Transfer Station. They should be commended for working so hard for the citizens of the Towns we serve.”***

***- John S. Elliott, Chairman, Board of Managers - UCRTS***



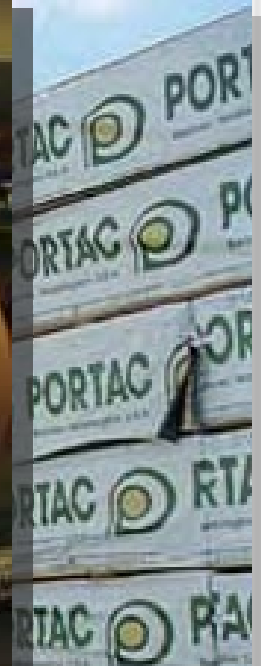
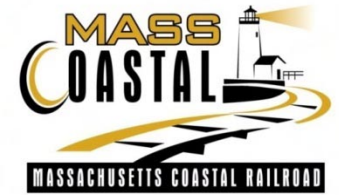
# "Other" Freight Commodities\*

## \* Non-Energy

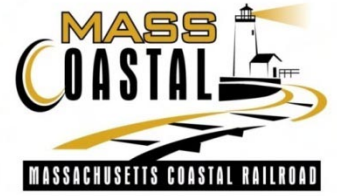
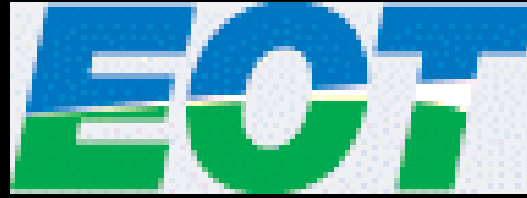


- Frozen Fish
- Steel
- Fly Ash
- Military Equipment
- Feed & Grain
- Rock Salt
- Fertilizers
- Cullet (recycled glass)
- Scrap Metals
- Lava Rock
- Calcium Chloride
- Sand
- Aqueous Ammonia
- Lignin

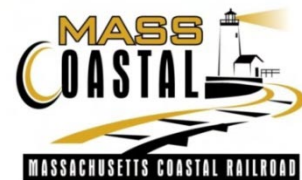
# New Business...



# Partnership...

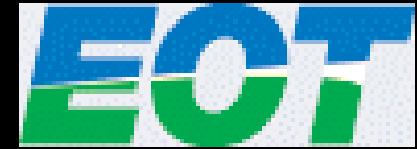


Each railcar load takes between  
**2 to 4 truck loads** off of local roads  
and highways.



Less fuel consumption= cleaner air !

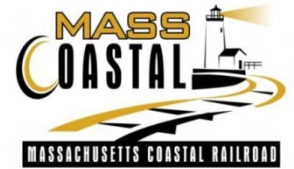
Removed **21,000 Trucks** !



# EOT / Mass Coastal Heavy Repair



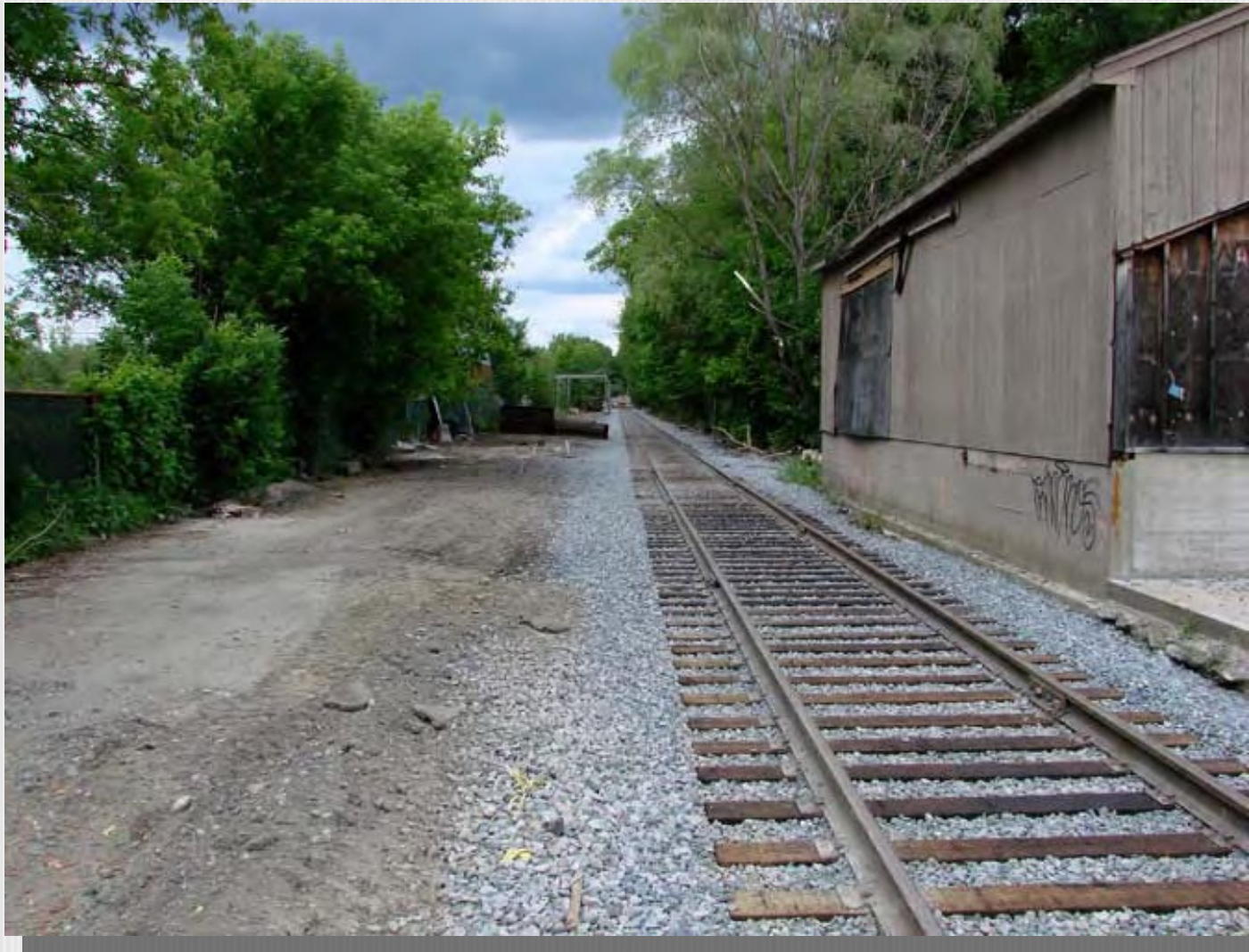
**EOT**



# EOT / Mass Coastal Heavy Repair



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# Taunton Salt Operations



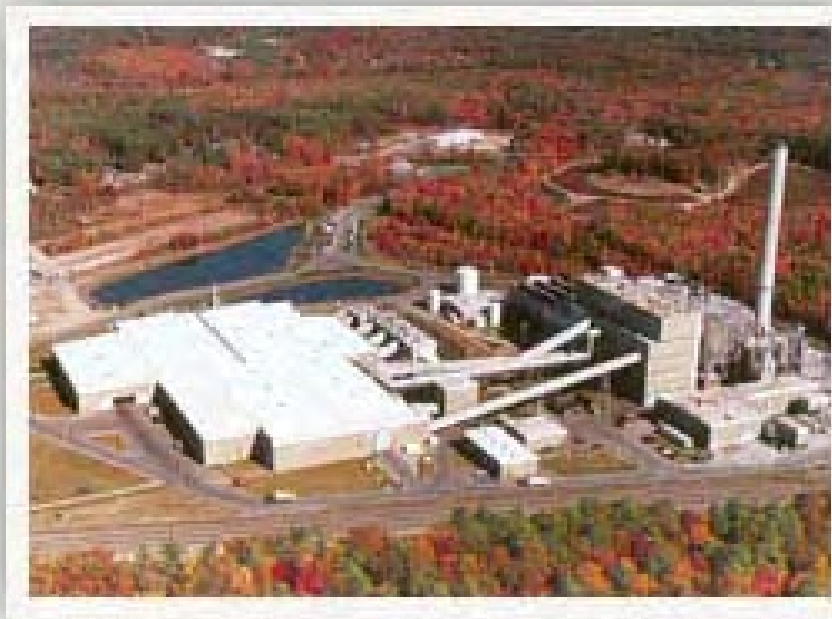
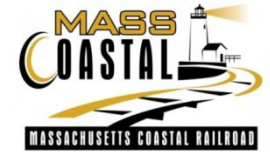
# Customer Comment...



*“Mass Coastal’s scheduled train service at times that work for my business, along with their professionalism, has contributed to the doubling of business and efficiency at my site. My hat’s off to Mass Coastal!”*

- Louis Gallo, Gallo Construction

# More New Business...



SEMASS RRF Copyright: Aerials Only, Wareham, MA

## Covanta SEMASS

- Outbound Scrap Steel
- Inbound Lime

***“We are more productive, more efficient and better able to schedule our energy production with Mass Coastal’s new Energy Train”***

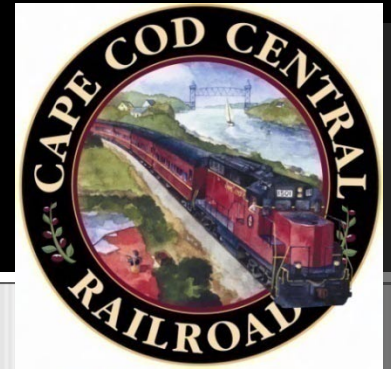
- Mark Davis, Plant Manager

# Passenger Rail in S. E. Mass (*now*)





# The *ELEGANT* Dinner Train



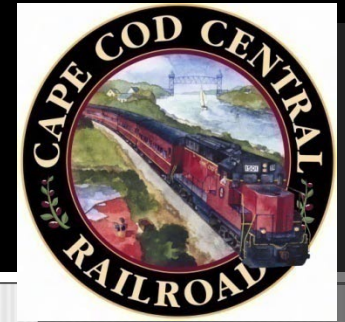
## ROMANCE & ELEGANCE



## SUNSET FROM THE DINING CAR



# FAMILY SUPPER TRAIN



FAMILIES



**DINNER TRAIN FOR KIDS**  
(grown-ups, too – someone has to pay)!

**BUTTERMILK AND BUZZARDS BAYS**



# Commuter Rail in Massachusetts



- Commuter Rail
- Eastern Half of State
- North & West
- Rhode Island, NH
- Only A Portion South

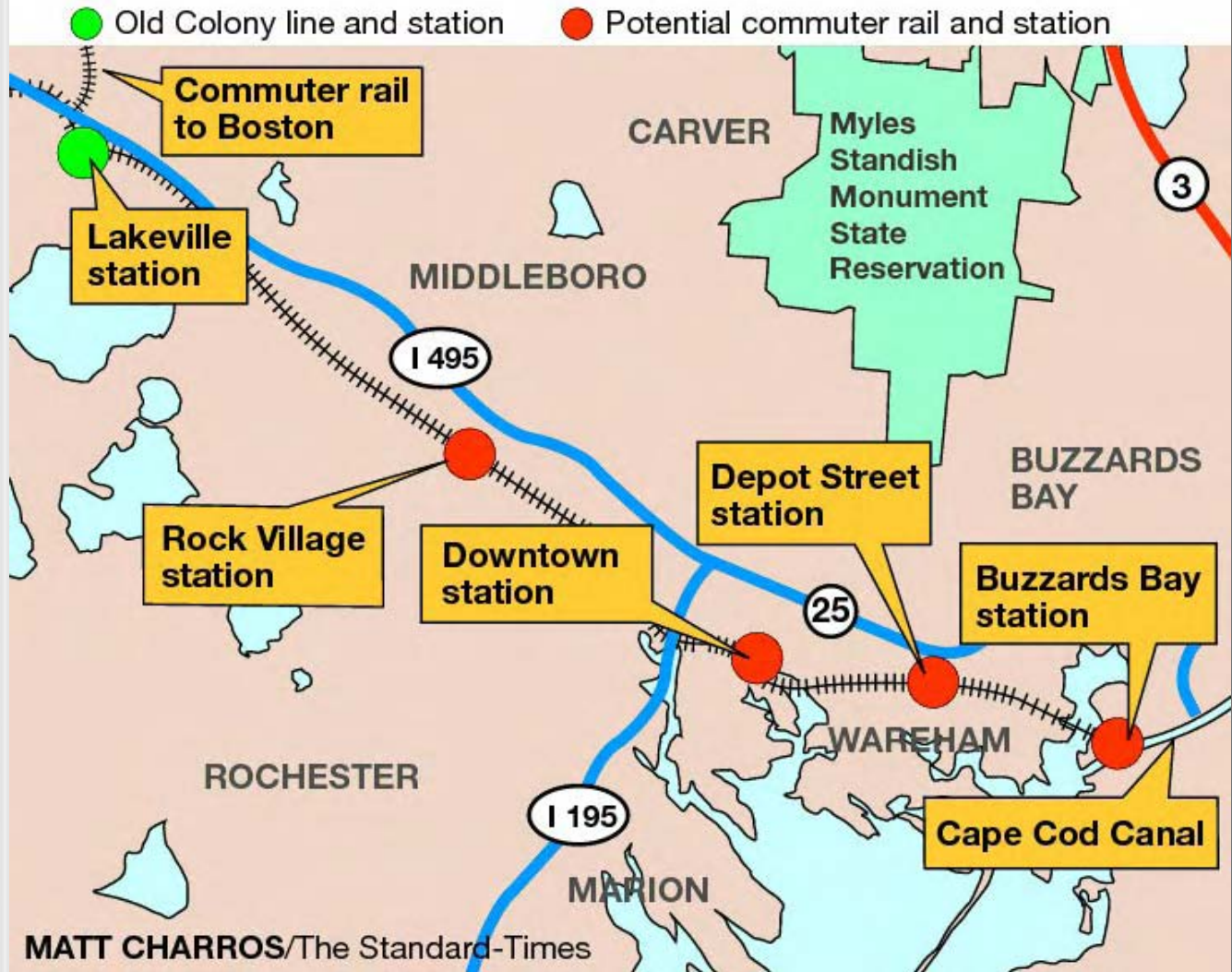






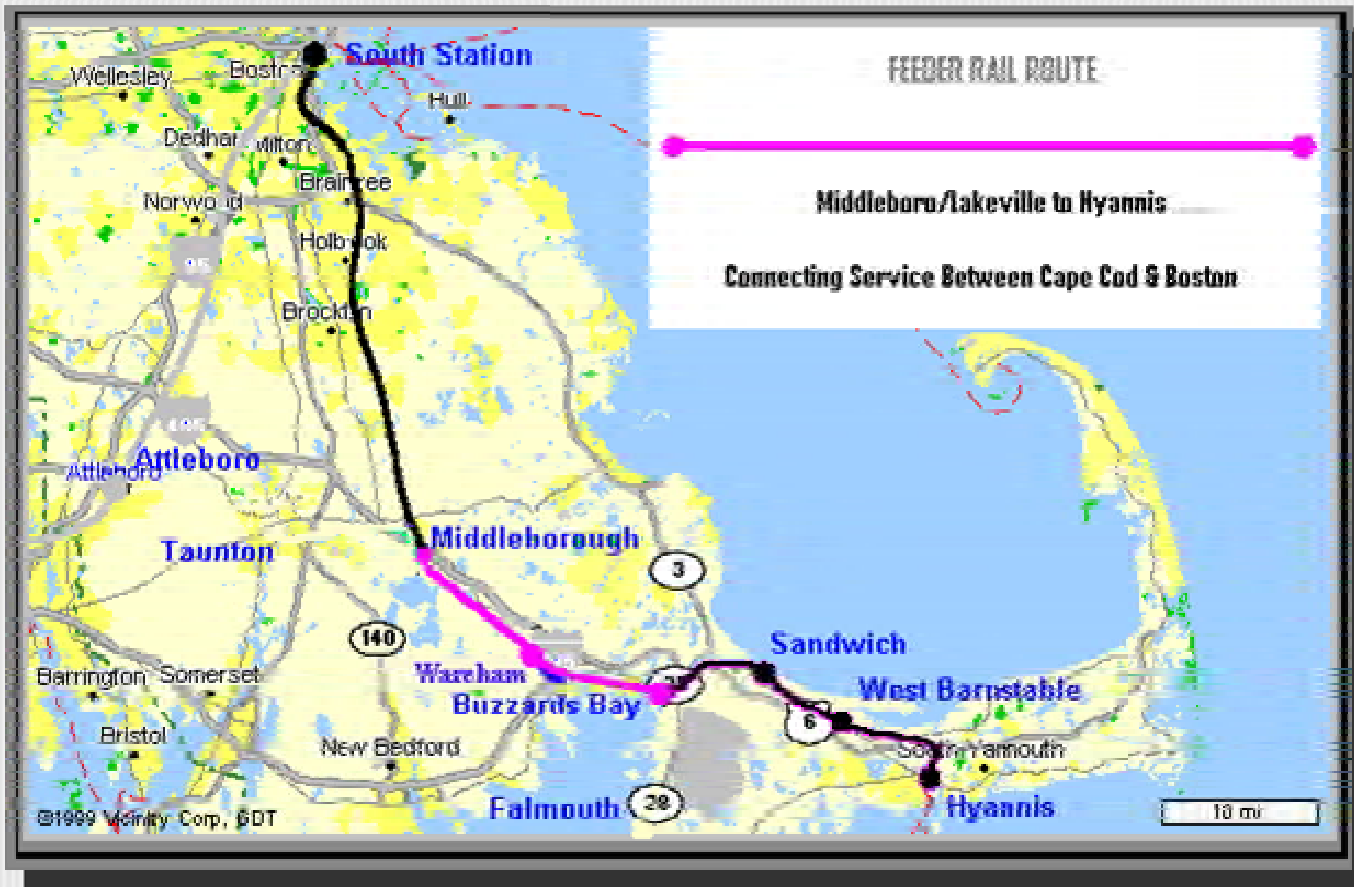
# PROPOSED COMMUTER LINE TO THE CAPE

The proposed commuter line to Wareham and Cape Cod would take 2,000 people and 12,000 cars off the Boston-bound highways.



MATT CHARROS/The Standard-Times

# Mass Coaster Route



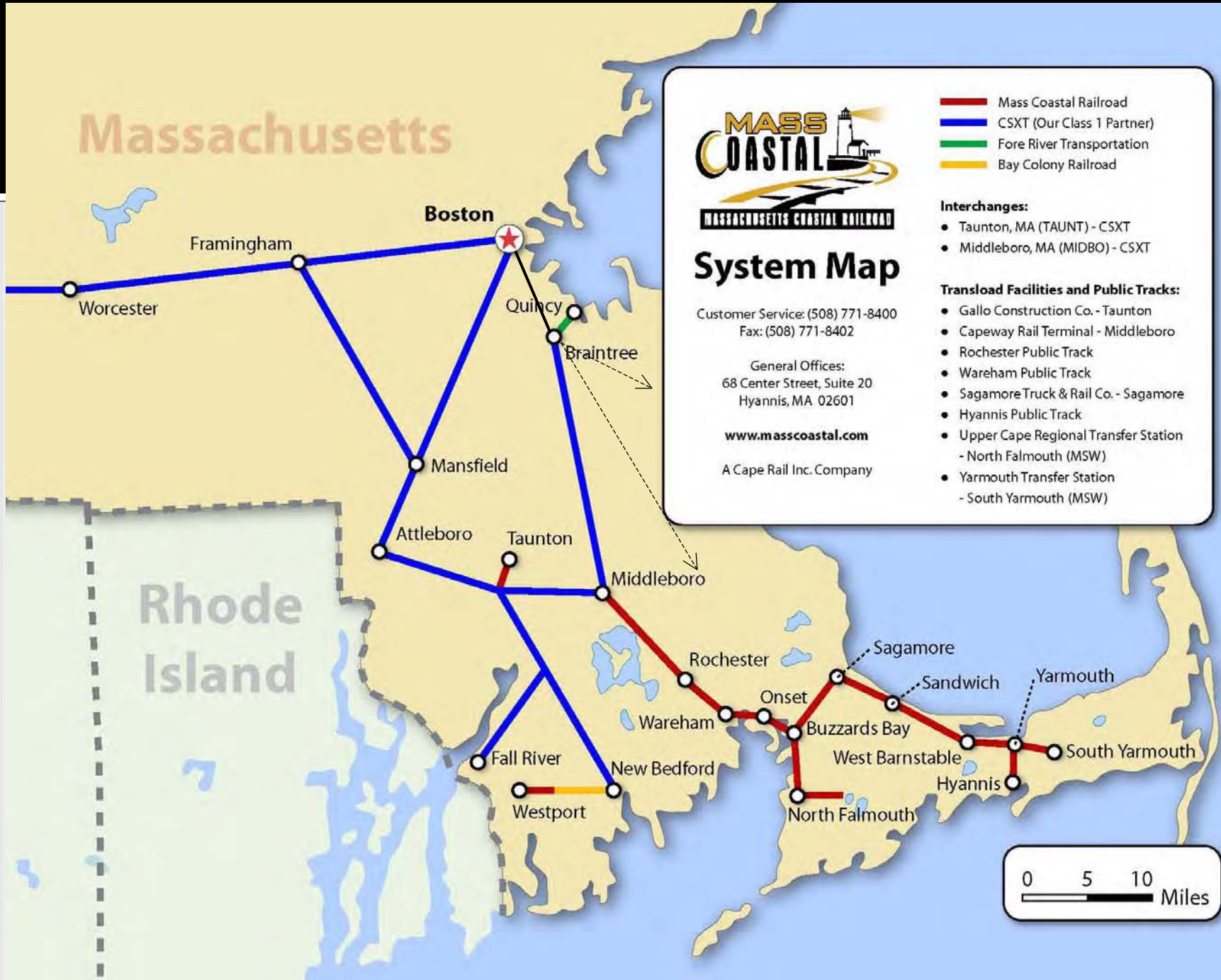
**Three Year Demonstration Project**

# “Extension” Challenges



- Length of Time to Implementation
- Capital \$\$\$
- Line Capacities (stricture points)
- Parking Constraints
- Equipment (extra train sets and employees)
- Track/Route acquisitions
- Station Location Designations
- Community Outreach and Acceptance
- Construction, etc.

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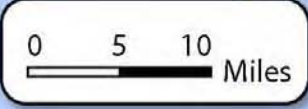
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Rhode Island



# What is the *Mass Coaster* ?

- Cape Area / Boston Connecting Service
- Low-Cost Alternative
- Environmentally-Benign
- Flexible, Small Trains
- Consistent with Cape's Character
- **Response to Demand**



# “Push-Pull Train”



# Mass Coaster Specifics



## SCHEDULE

- 1 Hour 25 min-Buzzards Bay and Boston  
(Wareham service – 1 hour 18 min)
- 55 minutes – Boston and Middleboro
- 5 minutes – Transfer Trains in Middleboro
- 18 minutes - Middleboro and Wareham
- 7 minutes - Wareham and Buzzards Bay
  
- Speed 60 MPH Buzzards Bay and Middleboro

# Mass Coaster Specifics



## FREQUENCY

- Weekdays - 8 Connecting Trains

Including 2 Morning and Evening Peak Period Trains

Starting 5:30 a.m. from Buzzards Bay (arr. Boston @ 6:58 a.m.)

Ending 9:40 p.m. at Buzzards Bay (depart Boston @ 8:10 p.m.)

- Weekends/Holidays - 4 Connecting Trains

“Reverse Commute” and “Intra-Cape” possibilities!



# Mass Coaster Specifics



## RIDERSHIP

*(From 2007 Boston MPO Buzzards Bay Extension Study)*

1,428 Weekday riders

including 1,100 new MBTA riders

322 daily Weekend and Holiday riders

including 265 daily new MBTA riders

# Mass Coaster Specifics



## WEEKDAY SERVICE FEATURES

- 2 Peak Period Morning Trips for Rush Hour Commuters
- 3 Midday trips for Appointments, Events and Recreational Travel
- 2 Peak Period Late Afternoon Trips for Returning Commuters
- 1 Late Evening Trip for Dinner in Town and Evening Events Returnees

# MassCoaster Specifics



## FARES, REVENUES and EXPENSES

### Fares

- Zone 9 Fare of \$2.00 One Way per Trip
- Integrated Joint Fare Ticketing with MBTA

### ■ Revenues & Expenses (First Year)

- MassCoaster      \$1.548 million
- MBTA                \$3.830 million
  
- Total Revenues    \$5.378 million

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- Total Expenses    \$2.830 million

# Mass Coaster Specifics



## OPERATING EXPENSE RECOVERY

■ Mass Coaster Revenues	\$1.548 million
■ Mass Coaster Expenses	\$2.830 million
<hr/>	
Mass Coaster Deficit	(\$1.482) million
<b>plus:</b>	
■ MBTA Revenue Sharing	\$1.482 million
<b>equals:</b>	
■ Mass Coaster Adjusted Deficit	\$ 0 million
■ MBTA Retained Revenue	\$2.348 million

# Mass Coaster Specifics



## CAPITAL AND STARTUP FUNDING

- 2 Locomotives and 4 Cars million \$1.540
- Track Structure Improvements \$1.355 million
- Signals and Grade Crossings million \$0.870
- Stations and Parking million \$0.317
- Admin, Engineering, Const million \$0.762
- Contingency \$1.000 million

# Mass Coaster Benefits



- Remove 1,000 cars off Routes 3,295 & 24
- Revitalize Downtown Station Areas
- Low-Cost & Quick Startup Implementation
- Environmentally Benign – no noticeable changes
- All Stations ADA Compliant
- Use of Existing, Underutilized State Assets
- Quiet, Less Obtrusive Service
- Affordable & Alternative Modal Choice
- FLEXIBILITY – 300 passengers (2 bi-level cars)

# MassCoaster Specifics



Two locomotive-powered 2 car push-pull trains  
Train capacity 300 passengers  
Ability to add train service if demand warrants  
365 days per year operation  
Adequate parking at Wareham, Buzzards Bay  
Conservative Revenue Projection  
(no recreational travel)  
No additional MBTA trains required  
Saves money and time for passengers

**REVENUE SPLIT SCENARIO –**  
**NO COST or even NET POSITIVE !!!**

**The Cost to the Region is Far Greater to do  
NOTHING!**

# **\*Buzzards Bay Commuter Rail Feasibility Study\***

## **- CTPS 01/2007**

### **MBTA SERVICE**

#### **\* Capital Costs**

**\$81M to \$103.5M**



#### **\* Operating Costs - annual**

**\$7M to \$12.5M**

**Some combined  
estimates - \$200M+  
!**

### ***MASS COASTER***

**“SMALL RAILROAD  
ECONOMICS”**

#### **\* Capital Costs**

**\$5.8M to \$6M**



#### **Operating Costs – annual**

**\$ 2.8M to 3 M**

**May produce \$2.8-  
\$3**

**million new  
revenue**

**for MBTA !**



# At -A-Glance Benefits



Quick implementation  
- under 1 year

Modal Choice for Region

Far Less Expensive  
Takes pressure off of MBTA  
Budget

Self-Limiting Features  
- 300 pax / train

Uses Existing  
Infrastructure

Fuel Expense Savings for  
Region's Residents

Environmentally Benign

Smaller Footprint

More Efficient & Flexible

Superior Comfort

Economic Development !

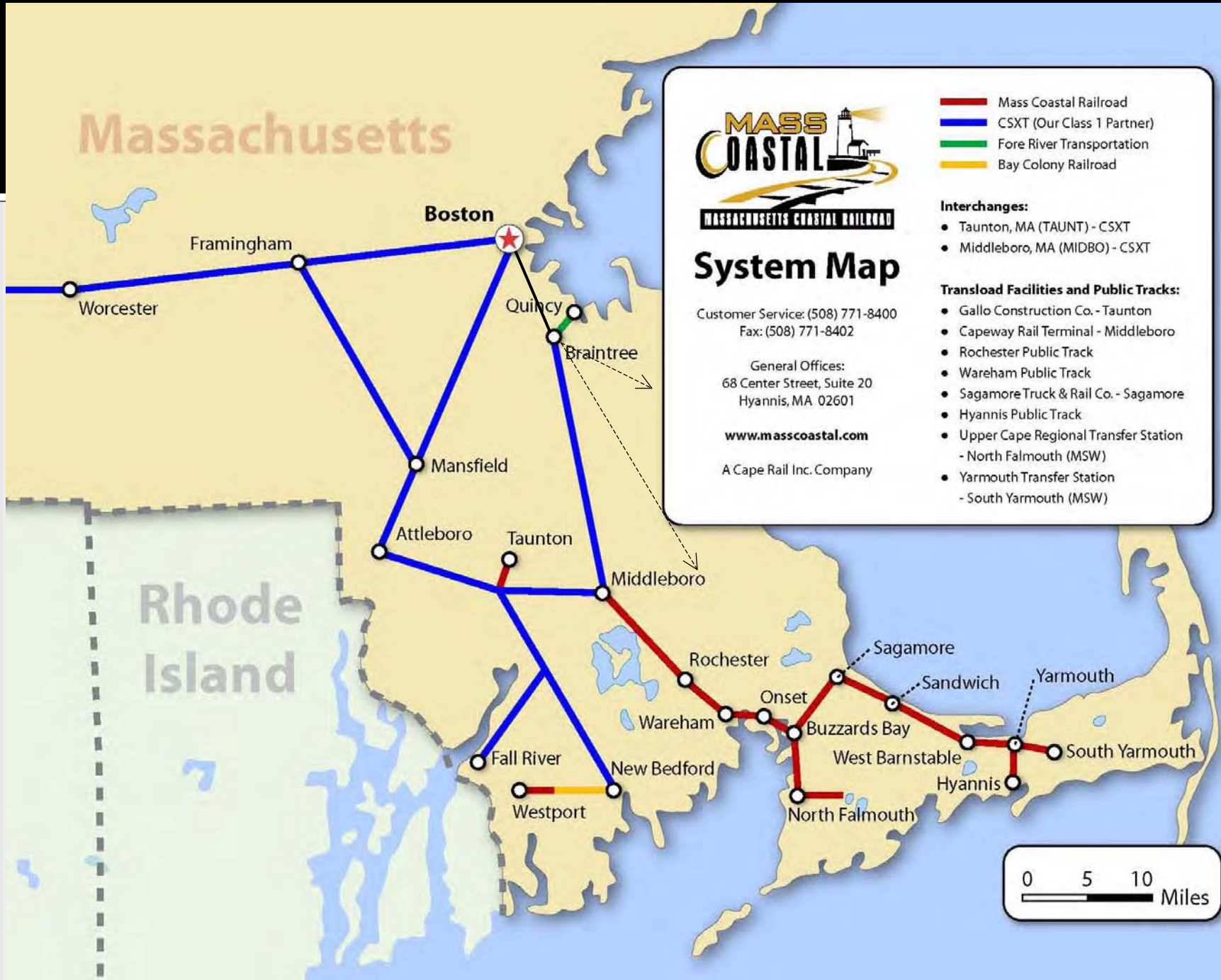
# Parking Possibilities



- **Buzzards Bay** – several options
  - Some Parking at Existing Rail Station
  - Underutilized Land Behind Main Street Stores
  - Shut Down One Lane of By-Pass Road to Park
  - Other ???
- **Wareham** – several options
  - Use Existing Rail Station Parking
  - Use Parking across Main Street
  - Other ???
- **New Bedford / Fall River ???**
- **Hyannis\*\*\*\*\***
  - Hyannis Transportation Center

\*\*\*\*\* Future Expansion to Hyannis (“Intra-Cape Transit” Possibilities)

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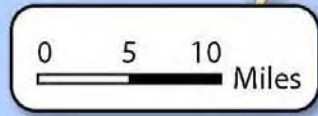
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# Parking Possibilities – Buzzards Bay



# Buzzards Bay



# Foot Traffic Benefits



# Wareham



# Foot Traffic Benefits?





# Middleboro / Lakeville (MBTA)



# Challenges *ANSWERED*



- Length of Time to Implementation
- Capital \$\$\$
- Line Capacities (stricture points)
- Parking Constraints
- Equipment (extra train sets and employees)
- Track/Route acquisitions
- Station Location Designations
- Community Outreach and Acceptance
- Construction, etc.



**Partnership in *Motion* for Southeastern Massachusetts...and beyond.**

**THANK YOU**

John F. Kennedy - 508-771-8400

[Jkennedy@CapeTrain.com](mailto:Jkennedy@CapeTrain.com)

[www.CapeRailinc.com](http://www.CapeRailinc.com)