

# Rail and Transit Report

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# Transit Legislative Reports

MassDOT publishes statutorily required Regional Transit Authority (RTA) reports

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## Annual Report on RTA Performance Management Program

- Ch. 28, Outside Section 99 required that MassDOT provide a review of performance data collected during Fiscal Year (FY) 2024 in accordance with the terms of the FY 2024-25 Memorandum of Understanding (MOU) between MassDOT and the 15 RTAs.
- MOUs include performance metrics for ridership, customer service and satisfaction, asset management, and financial performance.
- Total ridership has shown continued growth since the COVID-related low in FY 2021, and it is expected to surpass FY 2019 next year.

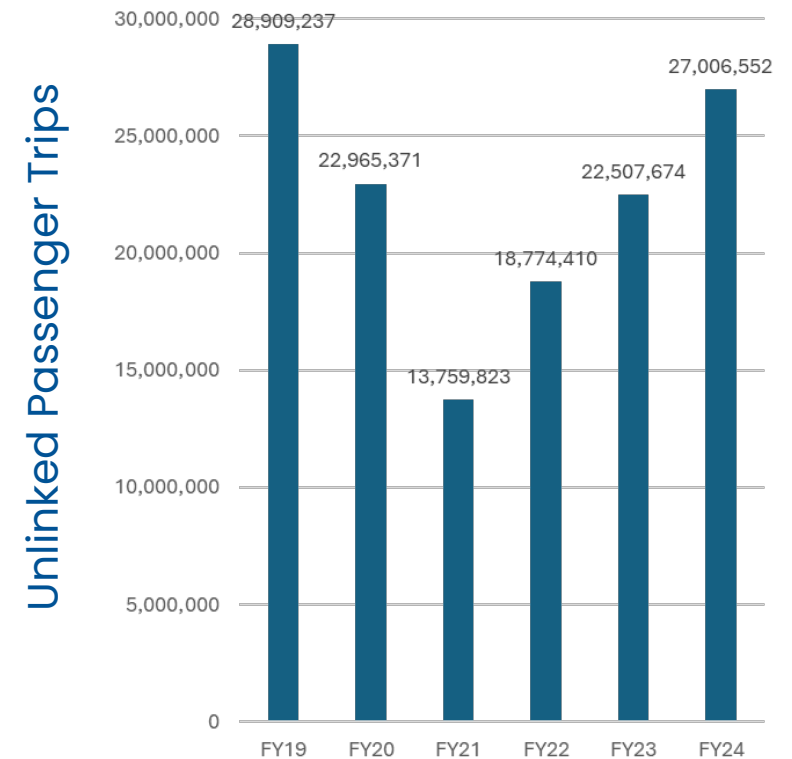


## Fare Free Pilot Program Report

- Section 1595-2406, Ch. 28 allocated \$15 million in funding to RTAs for fare free pilot programs and required MassDOT to submit summary to the Legislature
- All RTAs participated pilot program, though the shape of the pilot programs differed between the RTAs.
- Total ridership increased from FY 2023 to FY 2024 across all 15 RTAs generally demonstrating a positive correlation between fare free service and ridership growth.



## Total RTA Ridership



# Transit Program Previews

Program Previews with all Regional Transit Authorities (RTAs) completed for this year

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*A Worcester Regional Transit Authority bus with Worcester Union Station in the background May 2024*

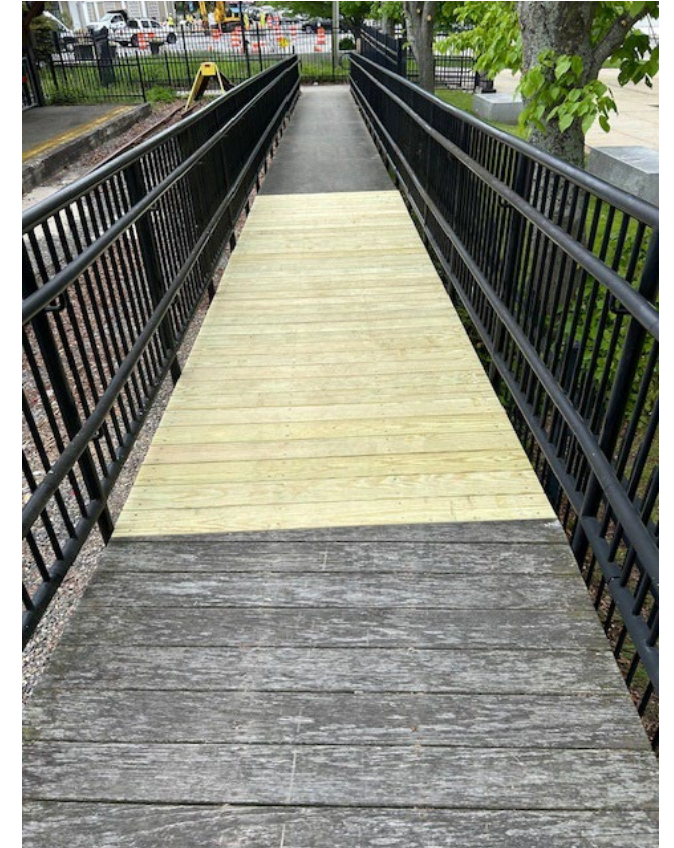
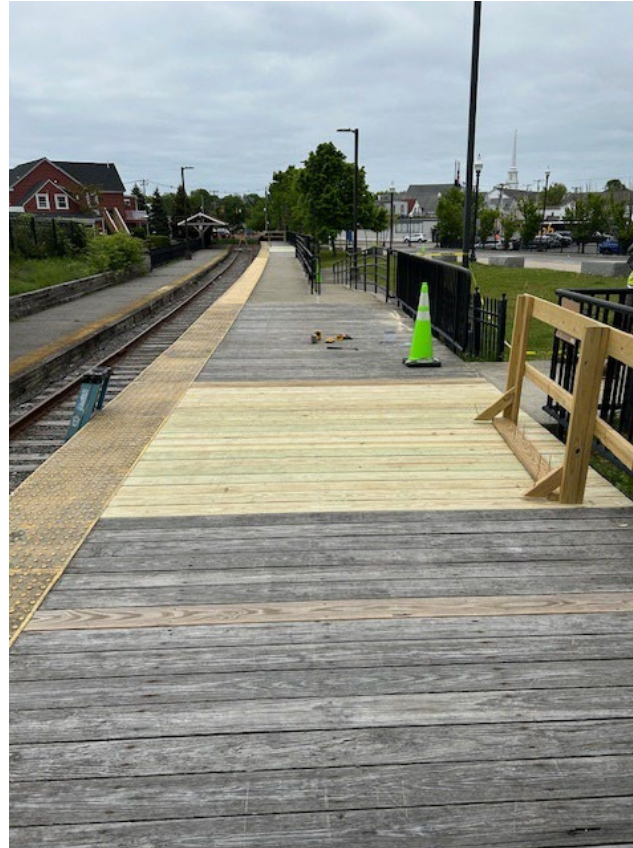
- Program Preview meetings are conducted by MassDOT on an annual basis to further enhance MassDOT's coordination and collaboration with the 15 Regional Transit Authorities.
- After RTAs have submitted their single audit reports, MassDOT meets with each of the fifteen RTAs individually to discuss important processes, requirements, or current issues in regional transit.
- Engaging with a single RTA, rather than as a collective group, has allowed MassDOT to hear and focus on issues or trends that may be region specific or not discussed in alternative meetings with broader themes.
- MassDOT completed this year's Program Preview meetings with all fifteen RTAs in April/May.

# Hyannis Platform Improvements

Temporary repairs are completed in time for Cape Flyer season

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- A recent inspection found that the timber Hyannis platform had deteriorated over time and required immediate attention.
- The platform is MassDOT-owned and utilized by the MBTA and Cape Cod Central Railroad.
- MassDOT completed emergency repairs to ensure safety and access for the 2025 MBTA Cape Flyer season.
- Repairs included deck replacement in three critical areas, addressing deteriorated structural elements, framing components, and a segment of the tactile warning strip.
- MassDOT has procured engineering services to design more substantial repairs to take place next year.
- Long-term repairs will involve full replacement of the platform deck and its structural elements.



*Temporary repairs at the Hyannis Platform were completed in May 2025*



# Pittsfield Second Platform Study

MassDOT will study the potential for a second passenger platform in Pittsfield

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*An eastbound view of the existing platform and tracks at Pittsfield Station*

- Pittsfield Station has a single existing platform that serves passengers of the Berkshire Flyer and Amtrak's Lake Shore Limited between Boston and Chicago.
- A single platform limits rail corridor capacity by requiring Amtrak to utilize only Track 1 in this segment.
- The existing Pittsfield Yard is also accessed via Track 1 where freight movements by CSX and the Housatonic Railroad take place.
- A second platform would add flexibility to Amtrak operations and reduce train conflicts in this area.
- A second platform offers immediate benefits to Berkshire Flyer and Lake Shore Limited riders and future benefits as West-East Rail expands to include Boston – Albany service.
- The study will evaluate options for a second platform and pedestrian passage between platforms.

# Thank You

