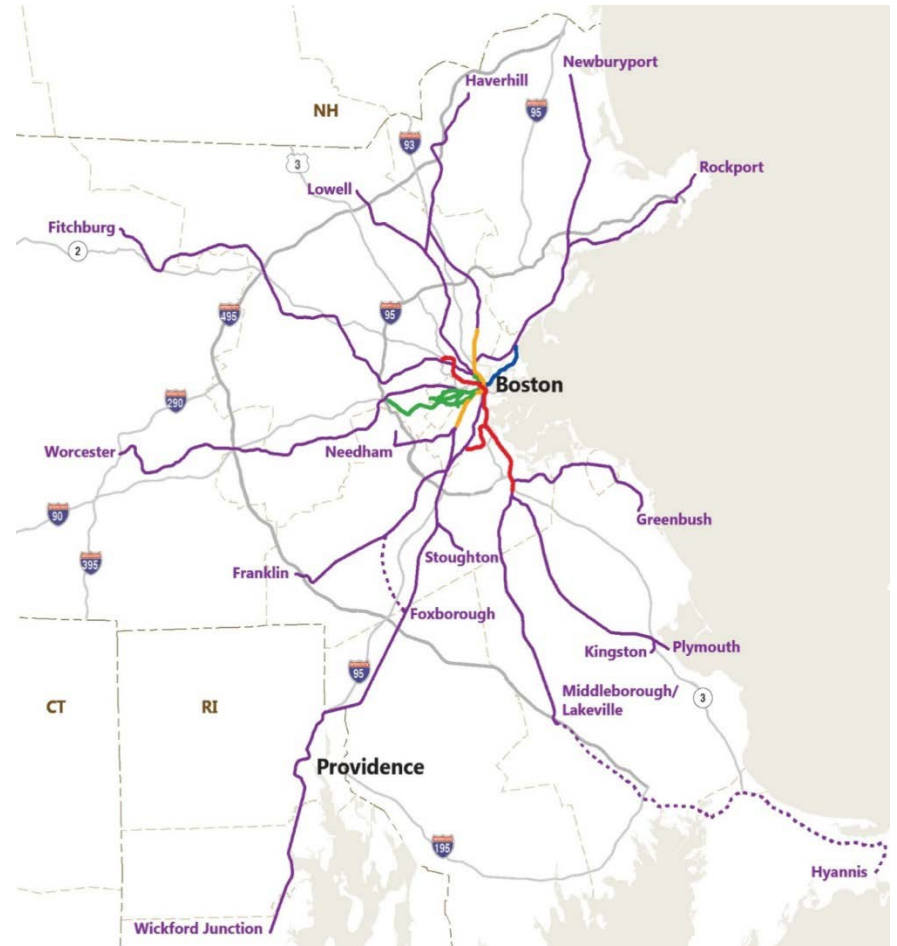




Foxborough Commuter Rail Proposed Pilot Service

Goal of the Proposed Pilot Program

- To address system constraints and spur new economic development in the region by maximizing use of available infrastructure with lower-cost investments to support additional rail service.
- To establish new public-private partnership to support new economic growth along the Route 1 Corridor with potential to create nearly 6,000 new full-time jobs.



Source: Landwise Study, XXXX



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Transportation Needs Summary

- Regional highways are heavily congested during peak periods
 - Drive times for the 22-mile highway commute from Foxborough to Boston range from 45 minutes to 2 hours depending on traffic.
- Demand for additional rail services continues to grow in the region.
 - Passenger capacity constraints exist on current lines to region.
 - Parking capacity constraints exist at current station parking lots.



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Source: INRIX 2015 Traffic Scorecard

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Challenge: Demand for More Parking

- Existing town-owned and managed lots at existing commuter rail stations limit parking options for commuters from towns including Foxborough, Plainville, and Wrentham.
- Parking lots at several Franklin Line stations are at or near capacity.
- Proposed pilot would offer parking at Foxborough Station, a highly-convenient location with easy access to a state highway (Route 1) and two interstates (I-495; I-95) and a minimum of 500 privately-owned parking spaces with ability for more as demand grows.



Challenge: Maximizing Available Capacity

- The MBTA's Fairmount Line has capacity for additional customers.
 - Comparatively lower ridership than elsewhere on MBTA system means available capacity for expansion.
 - Excess seats are available on existing trains.



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Proposed Pilot Program: Opportunity to Encourage Economic Development

- Since 1999, the Route 1 Corridor has been a priority of the State and Town for economic development.
- Economic Overlay District established in Foxborough in 1999.
- Route 1 Corridor designated Growth District by State in 2008.
- Over \$1B of private investment has been made to date, as a result of decades of sustained policy and planning efforts.



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Proposed Pilot Program: Provide Access to Opportunity

- Daily rail service can transport employees to and from jobs - new economic growth that can create approximately 10,000 full-time jobs
 - Existing employment (4,100 FTEs) in over 3M square feet of mixed-use development in corridor – the largest economic driver in the region.
 - Additional employment (up to 5,700 FTEs) potential from 1.5M square feet of new development prioritized by Executive Office of Housing and Economic Development (EOHED).
 - Opportunity for reverse commute, as well as higher transit share in significant job center outside of the urban core.



Proposed Pilot Program: Service to Foxborough

- Existing infrastructure is in place:
 - Game day and special event trains already run to Foxborough Station.
 - MassDOT's acquisition of the Framingham Secondary connects Worcester, Franklin and Providence Lines.
 - On-going infrastructure improvements will have long-term benefits for freight services; will accommodate pilot program.
 - 500 privately-owned parking spaces will be available for MBTA passengers with ability to increase that number to meet demand.



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Overview of Proposed Pilot

- With Foxborough's support, this would be an 11 month Pilot Program – anticipated to commence in Spring 2018.
- Plan is to extend existing Fairmount Line service to Foxborough Station.
- Provide at least 3 peak period trips and some midday commuter rail service on weekdays; ability to increase service as demand grows.
- Consistent with decades of local, state and regional planning:
 - Stadium Act and Economic Development Area Overlay Zoning (1999)
 - Town of Foxborough Economic Development Master Plan (2013)
 - Foxborough Route 1 Economic Development Study (2015)



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Policy Context for Proposed Pilot to Foxborough

- MBTA is focused on improving existing services.
- MBTA also getting requests for new service and has been asked to consider Foxborough service.
 - Follow up to 2014 MOU that called for full service
 - Looking at pilot instead
- MBTA's Fiscal Management and Control Board (FMCB) is considering new policy to guide decision-making for new proposals.
- MassDOT would like any new pilot to have a Municipal sponsor
- Recommended new policy suggest following 4 criteria to determine the success of a pilot:
 - Ridership
 - Operational cost effectiveness
 - Operational impacts
 - Capital costs
- Pilot service to Foxborough would be early example of new approach.



Draft Service Profile for Proposed Pilot

- Proposed Foxborough-Fairmount Line service, extending trains from Fairmount to Foxborough via the Franklin Line
- At least 3 peak period trips and some midday service will be provided.
- Weekend service is not planned.
- Providence Line passenger service will be unchanged.



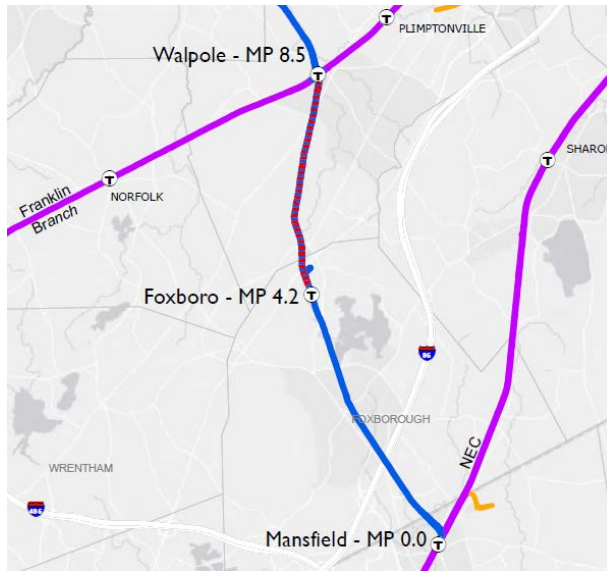
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Draft Project Scope: Walpole to Foxboro



- MP 8.5–MP 4.2 = 4.3 Miles
- FRA Class 3 Track
- Passenger 60 mph MAS
- Freight 40 mph MAS
- Will be dispatched, maintained & inspected by Keolis.
- Installation of signals from MP 8.5 to MP 5.0.
- Future PTC installation by MBTA.
- Modifications/upgrades to Walpole Interlocking (Lewis Wye switch).
- New interlocking just north of Foxborough Station (end of signaled territory).
- New passing siding track at Foxborough Station with dedicated CSX switching lead to Foxborough Terminal.



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Draft Project Schedule for Proposed Pilot

Winter 2016

- Support sought from Foxborough as the “Municipal Partner”
- Long lead procurement – Rail/Interlocking
- Design, permitting & bid package prep

Construction Season 1: Mar.–Nov. 2017

- Ties, ballast, surfacing, ROW
- Grade crossings
- Structure – bridge MP 5.19

Winter 2017

- Design, permitting & bid package prep

Construction Season 2: Mar.–Nov. 2018

- Welded rail installation
- Grade crossings
- Build passing siding
- Install signals and interlocking



Questions?



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