



BOARD OF SELECTMEN
TOWN OF FOXBOROUGH
40 SOUTH STREET
FOXBOROUGH, MASSACHUSETTS 02035

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David S. Feldman

William G. Keegan, Jr., Town Manager
Mary Beth Bernard, Asst. Town Manager

Telephone 508-543-1219
FAX 508-543-6278

December 1, 2014

Mr. David J. Mohler
Executive Director
Office of Transportation Planning
Massachusetts Division
Massachusetts Department of Transportation (MassDOT)
10 Park Plaza, Room 4150
Boston, MA 02116-3969

Re: Proposed Foxborough Commuter Rail Service

Dear Mr. Mohler:

I am writing to you on behalf of the Foxborough Board of Selectmen as a follow-up to the meeting that was held at the Ahern Middle School on November 19th, 2014 where you attempted to explain the details of a plan that would activate the Framingham Secondary Line for both passenger and freight line service. Presently this line is utilized for limited freight service and for limited passenger service that primarily serves Gillette Stadium during major events and New England Patriot football game days.

As we understand, the Massachusetts Department of Transportation (MassDot) has taken steps to negotiate and possibly acquire the Framingham Secondary Line from CSXT to provide a strategic connection between the Fairmont and the Northeast Corridor Rail Lines. In June of 2014, the Mass DOT Board of Directors voted to authorize the Secretary of Transportation to allow him to acquire the Framingham Secondary Line from CSXT for the sum of \$23 Million. By providing this connection, the opportunity has also emerged for the MBTA and MassDOT to consider adding weekly passenger service from the Foxborough/Gillette Stadium Station to the Fairmont Line and ultimately to South Station in Boston. The MBTA has had discussions since January of 2014 with the Kraft Group to develop an Agreement that would add new parking capacity for rail service in the region by utilizing existing parking spaces at Gillette Stadium. The MBTA views this added parking capacity as a relief to existing parking challenges at the Walpole, Sharon and Mansfield Stations for Boston commuter rail users.

Based on the lack of public participation in this process to date and the summary of actions that have already transpired, the Foxborough Board of Selectmen has voted to urge Mass DOT to not finalize any agreements pertaining to this service until the community has had the opportunity to conduct a public process that would identify support, concerns or any potential impacts. Based on the

December 1, 2014
David Mohler
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information that was presented on November 19 meeting, the Board has identified several questions that need a response from your organization.

These questions include:

- What rights, if any, do the Towns of Foxborough or the Town of Walpole have with respect to approving or denying the use of the Framingham Secondary Line for commuter rail service through our communities?
- How does the addition of a new weekday service commuter rail stop affect the Town of Foxborough's MBTA Assessment?
- A previously performed study of this proposed service indicated that the outgoing service from Foxborough into Boston would produce approximately 650 new riders. How was this number of new riders determined and conversely, was there an estimate on how many new riders that would be coming in the opposite direction from Boston to Foxborough?
- When was the most recent analysis of the planned ridership of this new commuter rail service performed and where will new riders come from? At the meeting on November 19 we heard two answers to this question. One answer was that these were all new riders and the other response was that these riders were coming from existing rail stations in Walpole, Sharon and Mansfield. Please clarify.
- Are there any Environmental Impact Reports required for the changes to the existing rail service or for the proposed new maintenance/storage yard facility?
- What type of train or locomotive is proposed for use as part of the commuter rail service on the Framingham Secondary Line?
- Where will the commuter rail service begin and where will it terminate?
- What is the projected time frame to increase service frequency?
- What metrics will be used to determine if an expansion of service is needed?
- If it is determined that late night service is needed to service the surrounding businesses near Foxborough Station, how late does commuter rail service typically run to reach a final terminus?

At the BOS Meeting on November 19 the MBTA Representative described the plan to connect to Mansfield. The minutes of the Staff Summary Framingham Secondary

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David Mohler

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Acquisition state: "Additionally, the Framingham Secondary subdivision, currently owned by CSXT, is a rail line in the region connecting the Worcester, Franklin, Needham and Providence Lines. This connection provides the Commonwealth with the potential to improve access and mobility in the region for both commuter and event services". With this understanding, please describe if there any plans to fully utilize the Framingham Secondary Line for connecting commuter service between Walpole and Mansfield with the potential for final destinations to both Boston and Providence?

- Will freight rail service continue on the Framingham Secondary Line while commuter rail service is operational?
- How will the Framingham Secondary Rail Line be improved? What types of improvements are proposed in both the short and long term?
- Where will the commuter rail locomotives be stored overnight? Will the trains be left idling overnight? If not, approximately what time will the trains be started in the morning and how long do they have to idle before they become operational?
- Please describe in greater detail where the proposed maintenance yard will be located and what will this area include for locomotive/train storage and maintenance capacity? Please include planned hours and days of operation and a determination if this location will include daily parking and overnight storage of trains.
- The proposed agreement with the Kraft Group provides new parking capacity for weekly commuter rail service. How many spaces will this agreement provide?
- How does the use of these parking spaces impact the existing parking plan for the Stadium? Will additional spaces be built somewhere else on the Gillette Stadium campus to offset the use of these parking spaces?
- Please describe how parking in these spaces will be mitigated during the overlap of Stadium events and how these spaces will be marked and/or segregated from the general parking capacity of Stadium.
- Is MassDOT aware of any future development plans along the rail line that could benefit from the establishment of this new commuter rail service?
- If the MBTA Maintenance Facility is built on the Kraft Property and the neighboring residents encounter complaints about the activity on the site, who should those complaints be directed to- the MBTA or the Kraft Group?
- The Town of Foxborough has had a Master Plan since 1971 that contemplates multi-model forms of transportation for this area. Have those plans been considered during the development of this proposal?

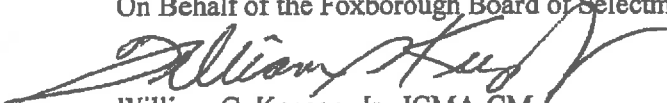
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- Given the high cost of this project and the recent repeal of the proposed indexing of gas tax that may limit the funding for new transportation initiatives as well as the strategic need for this track connection for the Northeast Corridor, are federal funds being considered for this project such as those provided for under the FTA's New Starts Program? If not, what rationale is being used for not seeking federal funding for this project?

These are the questions that have emerged to date. There may be additional questions that arise following the next public meeting that is scheduled with the Town of Walpole. We appreciate everything you and your organization can do to respond to our inquiries in a timely manner.

The information being sought through this letter is being asked not to imply that the Board of Selectmen has taken a position in support or against the newly proposed rail service. However, there is a strong desire of Town officials and Town residents to participate in all aspects and discussions of this proposal. The responses to these questions will help to further inform the Board of Selectmen and the residents of the Town of Foxborough so that they will have a better understanding of what this project will mean to this and our neighboring community.

On Behalf of the Foxborough Board of Selectmen,



William G. Keegan, Jr., ICMA-CM
Town Manager

Cc: Governor Patrick
Governor-Elect Baker
Lt. Governor-Elect Polito
Transportation Secretary
Senator James Timilty
Representative Jay Barrows
The Kraft Group
Foxborough Board of Selectmen
Walpole Board of Selectmen
Assistant Town Manager



March 26, 2014

Mr. David Mohler
Executive Director
Office of Transportation Planning
Massachusetts Department of Transportation
10 Park Plaza, Room 4150
Boston, MA 02116-3969

RE: Foxborough Station

Dear David:

Enclosed please find one original partially executed Letter of Intent for the Secretary to countersign.

Please provide me a fully-executed copy for my records. We appreciate your assistance with this matter.

Thank you.

Very Truly Yours,


James J. Nolan
Senior Vice President – Finance, Administration and Operations

cc: Jody Ray – MassDOT
Dan Krantz – The Kraft Group

**FOXBORO REALTY ASSOCIATES LLC
ONE PATRIOT PLACE
FOXBOROUGH, MASSACHUSETTS 02035**

LETTER OF INTENT

March 25, 2014

Mr. Richard A. Davey
Secretary of Transportation and Chief Executive
Massachusetts Department of Transportation
Ten Park Plaza
Boston, Massachusetts 02116

Re: Foxborough Commuter Rail Service, Foxborough, MA

Dear Secretary Davey:

This Letter of Intent sets forth our understanding of the general terms and conditions by which the Massachusetts Bay Transportation Authority and the Massachusetts Department of Transportation (collectively, "MassDOT") will work together to implement regular weekday commuter rail service at the existing rail station adjacent to Gillette Stadium in Foxborough, Massachusetts (the "Station"), and ensure appropriate access to parking in coordination with Foxboro Realty Associates LLC and/or its affiliate(s) ("FRAL"). This weekday commuter rail service will supplement the event service that is currently provided to the Station. The general responsibilities of the respective parties are outlined below. The goal of the parties is for weekday service at the Station to commence by early 2015 and for service to the Station to increase over time as demand for such service increases. It is understood that, as a next step, the Parties will memorialize specific details concerning the commitments expressed in this Letter of Intent in a Memorandum of Understanding.

Is this deal?

Background:

The Station is located on the Framingham Secondary, a railroad line currently owned, maintained and dispatched by CSX for freight service. MassDOT is currently in negotiations with CSX to secure trackage rights over the Framingham Secondary line. The line presently is in need of track and signal upgrades to improve freight service and enhance efficiency for event service and expanded passenger service along the line (the "Improvements"). At present, use of the Station is limited to event service to Gillette Stadium as there is no regular MBTA commuter rail service available in Foxborough. The nearest commuter rail connections for Foxborough residents are located in the towns of Walpole and Mansfield. MassDOT does not currently control or generate revenue from the parking in the area.

Benefits of Commuter Rail Service:

The implementation of regular weekday commuter rail service to the Station and the introduction of additional access to parking as outlined in this Letter of Intent will result in a number of significant public benefits, including:

1. Introducing a convenient means of public transportation, presently lacking in Foxborough, for the general public, including for residents, employees and visitors within the surrounding community.
 - ❖ *Past study conducted by MassDOT found there to be significant demand for such expanded service, in providing improved job accessibility, with an estimated 660 net new daily boardings on the MBTA system, and 990 daily boardings at the Station in Foxborough;*
 - ❖ *The additional ridership resulting from such expanded service is projected to provide MassDOT an annual revenue increase of approximately \$1.9M, based upon current estimates of such factors as increasing overall ridership and improved fare box recovery rates.*
2. Alleviating existing and future capacity issues on the MBTA south side commuter rail system, while also providing the MBTA significant new flexibility for existing services and future operations:
 - ❖ *Past study by MassDOT concluded that such service would provide a high level of secondary systemwide operational benefits to MassDOT.*
 - ❖ *MassDOT will gain control of a substantial new parking area at Foxborough Station, which will help alleviate already constrained parking at other area stations (e.g., Mansfield, Walpole, etc.) without cost to MassDOT for securing such parking rights.*
 - ❖ *MassDOT will also have the ability to collect parking revenue at Foxborough Station (without any land costs or maintenance obligations within the parking area). These funds will help to further offset operations and maintenance costs (as noted, without any land acquisition costs).*
 - ❖ *MassDOT's securing trackage rights to this line provides long-term operational flexibility over this geographically important rail link.*
3. Bolstering economic development and employment opportunities in Foxborough and the region:
 - ❖ *Implementing weekday commuter rail service will advance significant economic development initiatives (Chapter 16 of the Acts of 1999) that have spurred substantial private investment and development in Foxborough.*
 - ❖ *These investments have created thousands of employment opportunities to date, including those within Gillette Stadium, Patriot Place, as well as in other businesses in Foxborough and in surrounding communities. The implementation of weekday service will facilitate further investment, growth and employment.*
4. Advancing important environmental and planning priorities:
 - ❖ *These include MassDOT's "GreenDOT" policy initiative to reduce greenhouse gas emissions as well as principles of smart growth development.*

In order to implement commuter rail service at the Station, the parties to this Letter of Intent have generally agreed to proceed diligently and expeditiously in carrying out the following responsibilities:

FRAL Responsibilities:

- FRAL shall provide MassDOT, at no cost, a license to use up to 500 parking spaces (based on projected demand), in a segregated area adjacent to or in close proximity to the Station, during weekdays and on certain weekend days when no Stadium events are scheduled, for commuter rail parking. This parking area shall be available for such period and duration necessary to accommodate commuter rail service to and from the Station. FRAL shall be responsible for any alterations reasonably necessary to bring this parking area into conformity with applicable law and regulation as may be practicable. FRAL shall also be solely responsible for routine maintenance and repairs within the commuter parking area for the duration of such service. The number of parking spaces and the location of commuter rail parking may be adjusted by FRAL with the consent of MassDOT. A reasonable fee may be assessed by MassDOT on users of such parking with MassDOT receiving 100% of the revenues generated from parking on the FRAL property for the first three years of operation. Upon the fourth anniversary of the commencement of operations and for each year thereafter, in such circumstances where the past year's annual gross revenues to MassDOT generated from parking operations on the FRAL property has exceeded \$125,000.00 in the aggregate, MassDOT shall pay \$25,000 to FRAL (the "Maintenance Contribution"), to defray, in part, FRAL's maintenance costs associated with the commuter rail parking area. Starting on the fifth anniversary of the commencement of operations and for each year thereafter, the amount of any Maintenance Contribution that may be paid in any one year hereunder shall be adjusted, annually, to account for the percentage change in the Eastern Massachusetts Consumer Price Index, published monthly by the Bureau of Labor Statistics, U.S. Department of Labor (the "CPI Adjustment"). FRAL shall not be entitled to a Maintenance Contribution for any year in which MassDOT's gross revenues from parking upon the FRAL property do not exceed \$125,000.00 in the aggregate. MassDOT shall be solely responsible for administering any parking payment program, which shall not unreasonably interfere with FRAL's business operations. MassDOT shall not have any parking rights on days when full-stadium events are scheduled at the Stadium. Upon the approval of the MOU by the parties, FRAL and MassDOT shall proceed diligently and in good faith to negotiate a binding parking agreement, in furtherance of the Letter of Intent and in a form that is mutually-acceptable to the parties.
- FRAL shall, at its sole cost and expense, be responsible for routine maintenance within the area of the Station for a period of twenty (20) years from commencement of service, provided MassDOT continues to run commuter rail service to the Station during this period ("FRAL's Maintenance Period"). Routine maintenance activities shall consist of snow removal, regular sweeping, trash removal, replacing light bulbs and similar minor maintenance activities that may be required on a daily basis within the area of the Station. Routine maintenance shall not include any substantive repairs to the Station or its appurtenances (e.g., painting, repair or replacement of wiring, fixtures, structures, or surfaces within the station area) for which MassDOT shall remain solely responsible. The parties plans and understandings for the name of the Station shall be set forth in the Memorandum of Understanding.
- FRAL shall provide to MassDOT and the general public, at no cost, the legal right over and upon such land adjoining the tracks owned by FRAL that may be necessary in order to access, operate, and/or maintain commuter rail service to the Station (e.g., for the installation of signage, ticketing facilities, the servicing of equipment and for other rail-related improvements) in accordance with applicable requirements, as may be reasonably determined by MassDOT, provided that MassDOT's activities do not unreasonably interfere with FRAL's business operations.

- Upon approval of the Memorandum of Agreement as referenced herein by the parties, FRAL shall, at its sole cost and expense, proceed with the preparation and completion of final design plans detailing the Improvements. MassDOT shall cooperate with FRAL in the preparation of the final design plans. FRAL shall provide all documentation to MassDOT that is reasonably necessary for MassDOT to proceed to prepare permit applications and, ultimately, to construct and operate the Improvements on the line. FRAL shall cooperate in MassDOT's efforts to permit and construct the Improvements.

MassDOT Responsibilities:

- MassDOT shall proceed diligently to secure the trackage rights over Framingham Secondary line necessary to implement the Improvements and to operate commuter rail service to the Station. MassDOT shall undertake best efforts to secure such trackage rights by September 1, 2014, as such date may be reasonably extended by MassDOT for cause, with notice to FRAL.
- MassDOT shall assist FRAL in the design process for the Improvements. Upon completion of all necessary design plans, MassDOT and FRAL shall cooperate and coordinate to diligently prosecute the permitting of all required approvals from applicable local, state and federal agencies in order to construct Improvements to the rail line necessary to allow commuter rail service to the Station in accordance with applicable requirements. The responsibilities of the parties with respect to permitting the Improvements shall be further specified in the Memorandum of Understanding.
- Upon the completion of the permitting of the Improvements, MassDOT shall proceed to construct Improvements in accordance with applicable law.
- Commuter rail service at the Station shall be provided by MassDOT. Commuter rail service along the Framingham Secondary Line will be scheduled to include, at a minimum, AM peak period trips for inbound trains, mid-day roundtrips and PM peak period trips for outbound trains, five (5) days a week as the Parties shall further agree and detail in the Memorandum of Understanding. MassDOT reserves the right to temporarily modify regularly scheduled service to address maintenance or safety concerns or to permit improvements to infrastructure.

Letter of Intent
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It is understood that, as a next step towards the goals outlined in this Letter of Intent, the parties will provide specific details as to these commitments in a Memorandum of Understanding. In this regard, we look forward to continuing to advance these important public transit goals by this public/private partnership.

Very Truly Yours,

FOXBORO REALTY ASSOCIATES LLC

By: Kraft Group LLC, Its Managing Member

By: Kraft Enterprises LLC, Its Sole Member

By: ~~Kraft Family Inc., Its Managing Member~~

By:

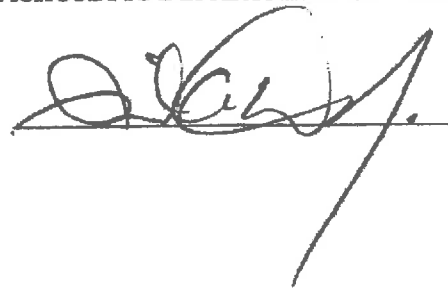
Name: JAMES WALAN

Title: SVP

The terms of and conditions of this Letter of Intent are hereby affirmed and agreed to:

MASSACHUSETTS DEPARTMENT OF TRANSPORTATION

By:
Name:
Title:





**BOARD OF SELECTMEN
TOWN OF FOXBOROUGH
40 SOUTH STREET
FOXBOROUGH, MASSACHUSETTS 02035**

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Telephone 508-543-1219
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FAX – (857) 368-0615

October 15, 2014

Mass Department of Transportation
10 Park Plaza, Suite 3510
Boston, Massachusetts 02110

Attention: Nelly Diaz—Gonzalez/Eileen Mattis

Reference: MBTA/DOT CSX Line - Gillette Stadium
Public Records Request

Dear Ms. Gonzalez/Ms. Mattis:

Mr. David Mohler, Chief Transportation Planner for the State is appearing before our Board either on October 21, 2014 or October 28, 2014 to discuss with them the above topic.

Our Board has requested copies of all minutes involving this issue from conception to today's date along with any financial records regarding this topic also from the MBTA/DOT.

If I could get this ASAP it would be appreciated as we will be holding a public hearing on this after the Board has met with Mr. Mohler.

If you have any questions do not hesitate to contact us.

Sincerely,

FOXBOROUGH BOARD OF SELECTMEN'S OFFICE

Debra A. Jarvis
Administrative Assistant



Deval L. Patrick, Governor
Richard A. Davey, Secretary & CEO

massDOT
Massachusetts Department of Transportation

October 15, 2014

Debra A. Jarvis
Town of Foxborough
40 South Street
Foxborough, MA 02035

RE: Public Records Request for copies of all minutes involving CSX Line Gillette Stadium from conception to today's date along with any financial records, Case# 14-0676

Dear Ms. Jarvis:

The Massachusetts Department of Transportation is in receipt of your request for public records dated 10/15/2014 regarding the above referenced matter. We will attempt to retrieve the document(s) you have requested, subject to the exception of those materials exempted from disclosure under Mass. Gen. Laws Ch. 4, §7, cl. twenty-sixth.

You may be notified of a fee for assembling and reproducing the documents that are located. Upon receipt of your check payable to MassDOT in the requisite amount, the requested documents will be copied and released to you. If you prefer to come in person, an appointment can be arranged for you to review the materials prior to copying upon payment of the fee for assembly.

If you have any further questions or need additional information please contact the Legal Department at (857) 368-8761.

Sincerely,

Ulysses Jacks
Legal Counsel

Ten Park Plaza, Suite 3510, Boston, MA 02116
Tel: 857-368-8761, TTY: 857-368-0655
www.mass.gov/massdot



Deval L. Patrick, Governor
Richard A. Davey, Secretary & CEO

massDOT
Massachusetts Department of Transportation

MINUTES

MassDOT BOARD MEETING OF June 18, 2014

At the call of the Chair, a Meeting of the Board of Directors of the Massachusetts Department of Transportation was held at State Transportation Building, MassDOT Boardroom, Suite 3830, 10 Park Plaza, Boston, MA on Wednesday, June 18, 2014.

Those present were: Messrs. Jenkins, Blue, Bonfiglio, Davey, Macdonald, Miss Loux and Mr. Whittle being the Board of Directors of the Massachusetts Department of Transportation.

Also present were the Frank DePaola, Administrator of the Highway Division, Chris Willenborg, Aeronautics Administrator, Celia Blue, Registrar, Beverly Scott, General Manager and Rail and Transit Administrator, Dana Levenson, MassDOT CFO, Paige Scott Reed, MassDOT/MBTA General Counsel, Jeffrey Simon, Owen Kane, Senior Counsel to the Board, Jonathan Davis, Deputy General Manager/CFO, Edward Hunter, Jody Ray, Daniel Smith, William Wolfgang, David Anderson and Paula Fallon.

The Chairman, Mr. Jenkins, presided.

Chairman Jenkins called the Open Meeting to Order and presented the order of business.

Chairman Jenkins opened up the meeting for public comment.

The first speaker was Mayor Tom Hoye from the City of Taunton. Mayor Hoye was in support of the South Coast Rail Line item on the agenda.

The next speaker was Ken Fiola from the Fall River Economic Development Office. Mr. Fiola was there on behalf of the Mayor Flannigan of New Bedford. The Mayor and Mr. Fiola were in support of the South Coast Rail Line item on the agenda.

The next couple of speakers were Dana Le Winter, Meredith Levy, Darnell Williams, Rene Mardones and Pam Eddinger. They were in support of MassDOT's and the MBTA's GLX WIN Workforce Development Initiative

The next speaker was Jorge Rivera, SEIU 32 BJ District 615. He is concerned about the cuts that will happen in a couple of months with when the new cleaning contract is implemented.

Director Loux asked the Secretary to meet with Roxana Rivera and her. Secretary Davey agreed to meet with them.

The next speaker was Roxana Rivera, SEIU 32 BJ District 615. She is concerned with the cuts and burdens that will happen with the implementation of the new cleaning contract. She is also in support of implementing the youth pass program.

The next speaker was Marta Medina, from SEIU 32 BJ. Ms. Medina spoke through a Spanish interpreter. She would like the Board to consider stopping the cuts that are proposed in the new cleaning contract.

The next speaker was Kalila Barnett from ACE. Ms. Barnett is in support of a youth pass program being implemented. She also stands by SEIU 32 BJ in their concerns with new cleaning contract.

The next speaker was Seth Woody, Dorchester Bay Youth Force. He supports the implementation of the youth pass. He also stands by SEIU 32 BJ in their concerns with the new cleaning contract.

The next speaker was Khalida Smalls, SEIU 32 BJ. Ms. Smalls is in support of the implementation of the youth pass. She expressed her disappointment of the youth not being able to come before the Board to speak after all of the work they have put into the youth pass. She also supports the janitors of the MBTA.

The final speaker was Mayor Jon Mitchell from New Bedford. Mayor Mitchell was in support of the South Coast Rail project and the item on the agenda today.

Chairman Jenkins closed public comment.

The Chairman announced he was going out of order with the General Manager's Report next.

General Manager Scott announced under safety APTA selected the MBTA for the 2013 Gold Security Award for the Emergency Training Center (ETC). The Authority won the award on the Light Rail category, for the state-of-the-art ETC which allows MBTA employees and first responders from both inside and outside transit to train on rapid transit vehicles in realistic conditions inside an unused rail tunnel. MBTA Safety teamed with Operations to develop an Escalator Safety Campaign. The campaign included setting up informational booths to distribute escalator safety materials, and to present a Safe-T-Rider escalator safety video provided by Elevator Escalator Safety Foundation.

On July 1st Keolis will take the reins of the commuter rail network. On behalf of our mutual customers she thanked MBCR and their employees for the 11 years of dedication and diligent effort. She reported that Keolis and the 14 MBTA Commuter Rail unions have reached agreement in advance of the 7/1 transition date. These unions represent approximately 1,800 employees covering members in all facets of commuter rail operations.

In recent days there was some public discussion around the fares, and calls for deep discounts for certain segments of the riding public. The MBTA hears such calls from many groups all the time, be it high school students,

college students, seniors, family fares, off-peak discounts, reverse commute cost reductions, and many others. The fact remains that at the end of the day, someone pays, and we as a community need to have a larger discussion about who pays what, who pays more, and gets less, and how we do that. Last month in Lynn, the MBTA agreed to brief the Board on the work plan for reviewing the fare structure. They will be doing means testing on the RIDE program pilot as part of the FY16 plan of action. The General Manager went through the current program in place for the youths. They are also working on reducing cash handling on buses, expand the technology on Commuter Rail, and to reduce cash usage across the board. The Authority will come back to the Board for an update on "Pilot" Program Development/Feasibility in Dec. 2014, plan to reduce cash handling on buses by either Jan/Feb 2015 and plan to expand mobile application on Commuter Rail in either Jan/Feb 2015. The General Manager ended her remarks with recognizing employees at the MBTA. (full report on file)

Next Chairman Jenkins called for approval of the September 25, 2013 and December 11, 2013 meeting minutes of the Board.

On motion duly made and seconded, Director Blue abstained, it was;

VOTED: to approve the minutes of September 25, 2013.

On motion duly made and seconded, it was;

VOTED: to approve the minutes of the December 11, 2013.

Next Secretary Davey gave his report. (full report attached)

The next presentation was from Administrator Frank DePaola. Administrator DePaola updated the Board on the All Electronic Tolling (AET) conversion on the Tobin Bridge. He added that in July they will be coming back for the approval of the Statewide contract for the AET.

Next Registrar Blue gave her report. The Registrar gave the Board the highlights of her 120 days as Registrar. She discussed the development of Employee performance standards plan, incentive programs, quality assurance process, the training of the toll takers with CDL licensing. She talked about the self service kiosks and the virtual hold program. She announced that the Boston Strong license plate is in design and should be available soon. The Board discussed the dashboard and the wait times.

Next Chris Willenborg, Aeronautics Administrator gave his report. Mr. Willenborg gave a presentation on airport security along with Randy Clarke. The MassDOT Aeronautics Division and MassDOT Security & Emergency Management are collaboratively implementing a video security program at key public use airports in Massachusetts. Initial focus is on airports with FAA contracted towers to mitigate against the possibility of eventual loss of these

towers. Jacobs Engineering was selected to perform the design engineering. The airports already completed are Norwood Memorial Airport, Lawrence Municipal Airport, Turners Falls Airport (Montague), Beverly Municipal Airport and Westfield-Barnes Regional Airport. The future planned airports are New Bedford Regional Airport, Barnstable Municipal (Hyannis) and Martha's Vineyard Airport. The scope of the process includes CCTV monitoring of Airport critical areas of Movement, including: Runway Touchdown Zones (TDZ), Runway Intersections, Apron/Taxiway to RW Access points, Perimeters noted for intrusion incidents and Airfield user access points, or remote gate coverage, including focus on License Plates. Other improvements include all sites are being designed for future expansion by MassDOT as needed Integration to local law Enforcement Offices (Lawrence Airport) and Electronic Access Control security improvements as needed (Norwood Airport).

Next was the presentation on Back Bay presented by Jeffrey Simon. The project would be a public private partnership between MassDOT, MBTA and Boston Properties. The location of the garage is adjacent to Back Bay Train Station. Boston Properties would like to do a significant project, building two towers for residential properties and ground floor retail space. This is along Claredon Street and Dartmouth Street. Currently there is the large concrete garage built over the deck of the turnpike which runs parallel to Back Bay Station. Boston Properties is asking MassDOT to amend our lease to allow them to do the project. MassDOT asked them to consider doing Back Bay Station over with

the project. The issue is if it is put out to bid there is a 60ft swath that won't be able to be developed on. The only way to avoid it is if the same developer owned the parcel. In return Boston Properties said they would fix all the problems and issues with Back Bay Station. Director Loux would like to make sure that the statue of A. Philip Randolph is preserved and placed in the appropriate place. The Board asked why this wasn't put to a best bid. Mr. Simon stated that there is only one property owner that can do this project due to logistics. Boston Properties is the company because they have the current lease on the garage. Mr. Simon noted that this is not yet a finished deal. He noted that they will be back in a couple of months with a project.

The next item on the agenda was the approval of the MassDOT Fiscal Year 2015 operating budget presented by Dana Levenson. The FY2015 budget is a fiscally constrained spending plan necessary to support the objectives of the department. The FY2015 budget is consistent with the Governor's budgetary recommendations for transportation and the levels projected in the 2013 Transportation Finance Legislation. The operating budget enables the day-to-day functioning of MassDOT by paying for recurring expenditures for programs and services. The budget is aligned with the department's strategic objectives and goals for the next fiscal year. Mr. Levenson went over the FY2015 Operating Budget Highlights. Finally, all MassDOT employees are funded through operating revenues. This budget ends the 20-year practice of using borrowed funds to pay for employee salaries. The Green DOT Office was established to coordinate

activities necessary to meet the targets in the GreenDOT policy. The Security Office was established to streamline and improve the efficiency of our security programs. As required by Central Artery/Third Tunnel settlements, additional MBTA service in Somerville was funded due to the delay in the Green Line Extension project. Reserves are not used for operating expenses.

On motion duly made and seconded, it was unanimously;

VOTED: That the Board of Directors of the Massachusetts Department of Transportation adopts the attached Fiscal Year 2015 Operating Budget for the Massachusetts Department of Transportation.

The next item on the agenda presented by Ed Hunter, Assistant General Manager for Design and Construction, was the approval to execute MBTA Contract No. K78PS01 entitled "South Coast Rail Extension-Program Management/Construction Management, and Preliminary Design" with Vanasse Hangen Brustlin (VHB)/HNTB Corporation, a Joint Venture Team, for a sum not to exceed \$210 Million, with an initial first year award of \$12 Million, and to authorize the General Manager and Rail and Transit Administrator to authorize additional contract amendments up to the contract limit of \$210 million, consistent with the scope of the base award. In addition, they requested that the Board of Directors approve an Intergovernmental Service Agreement (ISA) between the MassDOT, and the MBTA for \$220 million to fund the Program Manager/Construction Manager contract and MBTA related management and

administrative costs. The duration of the \$210 million base contract award will be for one hundred twenty (120) months from the date of the Notice to Proceed (NTP), contingent on securing the necessary funds from the Commonwealth of Massachusetts. MassDOT and the MBTA are proposing to extend public transportation to the South Coast Region by restoring passenger rail transportation between South Station in Boston, Massachusetts and the cities of Fall River and New Bedford, Massachusetts. The proposed service consists of an electrified commuter rail system extending from Canton Junction to two (2) separate terminal stations located in New Bedford and Fall River utilizing both existing active and inactive railroad Rights-of-Way (ROW). The majority of the route, with the exception of a privately owned 2.4-mile segment, owned by Taunton Light & Power Company and private residential properties, is presently owned by MassDOT. The SCR project will provide commuter service to South Station using the Northeast Corridor, MBTA's Stoughton Commuter Rail Line, the New Bedford Main Line and the Fall River Secondary Line. The SCR project includes the reconstruction of two (2) existing commuter rail stations, Canton Center and Stoughton Station, as well as the construction of ten (10) new commuter rail stations: North Easton, Easton Village, Raynham Park, Taunton, Taunton Depot, King's Highway, Whale's Tooth, Freetown, Fall River Depot and Battleship Cove. As part of the Way Forward Plan, funds for this contract award are available from an Intergovernmental Service Agreement (ISA) with MassDOT. The South Coast Rail Project is 100% funded by the Commonwealth

of Massachusetts. The Board discussed the permitting process to help advance this project faster. The Authority won't move forward until they have all permits in place. Director Blue addressed his concern about the cost per passenger being high for the project. The Board asked for a breakdown of the costs per passenger and number of jobs and to spend more time on the environmental issues.

On motion duly made and seconded; with Director Blue opposed, it was;

VOTED: That, the Board of Directors hereby grants in the name and on behalf of the Authority, subject to the approval of the Massachusetts Department of Transportation (MassDOT), a Professional Management and Construction Management Contract for MBTA Contract No. K78PS01, entitled "South Coast Rail Extension-Program Management/Construction Management, and Preliminary Design", with Vanasse Hangen Brustlin (VHB)/HNTB Corporation, a Joint Venture Team, for a sum not to exceed \$210 Million with an initial first year award of \$12 Million and authorize the General Manager and Rail & Transit Administrator to authorize additional contract amendments up to the contract limit of \$210 Million that are consistent with the base scope of work. The duration of the base contract award will be for one hundred twenty (120) months from the date of the Notice to Proceed ; and further

FURTHER VOTED: That the Board of Directors approve and authorize the Secretary and Chief Executive Officer, MassDOT, to execute an Intergovernmental Service Agreement (ISA) between the Massachusetts Department of Transportation (MassDOT), and the Massachusetts Bay Transportation Authority (MBTA) for \$220 Million to fund the Program Manager/Construction Manager contract and an estimated \$10 Million for MBTA related management and administrative costs.

The next item on the agenda was presented by Frank DePaola was authorization to request the Board of Directors to delegate approval authority to the Secretary/CEO and/or the Administrator of the Highway Division to extend

Contract No. 67676 entitled "Toll Collections Services including a Violation Enforcement System and Related Services" for an additional two (2) years. The contract completion date is December 31, 2016 from the date of the Notice to Proceed. This request to delegate authorization to the Secretary/CEO and/or the Administrator of the Highway Division is necessary in order to continue toll collection on the Metropolitan Highway System and Western Turnpike while the future All Electronic Tolling System and Customer Service Center are designed and build. Those contracts will be presented to the board at the July meeting. The original contract was entered into by the former Massachusetts Turnpike Authority and TransCore on May 6, 1999. The contract was amended on January 1, 2005. This contract period was established to be 10 years from January 1, 2005 with an extension provision of two (2) additional five (5) year periods. TransCore is generally compensated based on a revenue transaction fee however other costs are directly compensated. The former Massachusetts Turnpike Authority budgeted for these expenses on a yearly basis. Upon the creation of the Massachusetts Department of Transportation (MassDOT) in November 2009 the contract amended as of January 1, 2005 was reviewed by the Commonwealth of Massachusetts Comptroller's office and was accepted as Contract No. 67676 under MassDOT. This contract extension is estimated at \$35,000,000.00 and is funded through toll revenues.

On motion duly made and seconded, it was unanimously;

VOTE: That the Secretary/CEO and/or Administrator for the Highway Division, be and hereby is, authorized to execute/extend, in the name and

on behalf of the Department, and in a form approved by General Counsel, a certain Highway Division Contract No. 67676 entitled, "Toll Collections Services including a Violation Enforcement System and Related Services".

The next item on the agenda presented by David Anderson was Authorization to execute Contract No.79744 entitled "Dartmouth – Roadway Reconstruction and Related Work at Faunce Corner Road and Adjacent Ramps Including Bridge Replacement (D-04-016) (Concrete) Faunce Corner Road over 1-195" with J. H. Lynch & Sons, Inc. in the amount of \$18,596,285.00 with a completion date of 1,000 days from the date of the Notice to Proceed.

On motion duly made and seconded, it was unanimously;

VOTE:That the Secretary/CEO and/or Administrator for the Highway Division, be and hereby is, authorized to execute/extend, in the name and on behalf of the Department, and in a form approved by General Counsel, a certain Highway Division Contract No. 79744 entitled, "Dartmouth Roadway and reconstruction and related work at Faunce Corner Road and adjacent ramps including bridge replacement (D-04-016)(concrete) Faunce Corner Road over I-95" with J. H. Lynch and Sons, Inc. in the amount of \$18,596,285 based upon a schedule of unit prices, said contractor being the lowest and responsible eligible bidder in response for requests for sealed proposals.

Foxboro Line

The next item on the agenda was presented by Jody Ray, Director of Rail. Mr. Ray requested the MassDOT Board of Directors authorize the Secretary/CEO to execute a deed and Operating Agreement and other documents pertaining to the acquisition of the Framingham subdivision

from CSX Transportation, Inc. ("CSXT"). The completion of this acquisition will transfer the ownership of the CSXT Rail line that extends approximately 21 miles between The MBTA Worcester Line in Framingham to the MBTA Attleboro Line in Mansfield. Along this route the Framingham subdivision also connects with the MBTA Franklin Line in Walpole. The Framingham subdivision also has a connection with the Needham Branch a couple of miles south of the Needham Junction station in Medfield. The connection made possible by this line opens up many potential rail services. The first of which would be a new way to address the immediate parking needs at the Walpole, Mansfield and Sharon commuter rail stations by using the existing station platform at Foxboro along with an arrangement with The Kraft Group to utilize a few hundred of the otherwise empty parking spaces that exit at the Gillette Stadium. Following the execution of the deed and as a result of the signing the operating Agreement MassDOT would be committed to completing certain track improvements. Some of these improvements come with just owning the rail line but the initial work is really to create the track improvements that allow joint MBTA and CSXT operations to exist without impairing either's operations needs.

The Operating Agreement requires track improvements that along the entire length of track where in general it requires the speed of freight trains to be 40 MPH so that freight trains can get from one end of the track

to the other and return in between the MBTA trains. The purchase price of the rail line is \$23,000,000.00.

On motion duly made and seconded, it was unanimously;

VOTED: That the Secretary/CEO is authorized to execute, in the name of and on behalf of the Massachusetts Department of Transportation, a purchase and sale agreement, a deed, an operating agreement, and any other documents required or desired to complete the acquisition of the railroad right-of-way known as the Framingham Subdivision for an amount not to exceed \$23,000,000.00 and in a manner consistent with the best interests of the Commonwealth.

The next item presented by Daniel Smith was the request to approve and authorize the General Manager and Rail & Transit Administrator to execute a Formal Contract with Maine Military Authority, for the Mid-Life Overhaul of 32 Dual Mode Articulated (DMA) Neoplan buses. Work will be performed in accordance with Technical Specification A.E.M. 13-009 at a delivered, not-to-exceed cost of \$18,567,291. Delivery of all 32 buses is anticipated to be completed no later than one hundred twelve (112) weeks from Notice-to-Proceed.

On motion duly made and seconded, it was unanimously;

VOTED: That, subject to the approval of the Massachusetts Department of Transportation, and the completion of FTA Buy America audit requirements, the General Manager and MassDOT Rail and Transit Administrator be, and he hereby is, authorized to execute a formal contract, in a form approved by the General Counsel, with Maine Military Authority of Augusta, Maine for the Mid-Life Overhaul of 32 Neoplan Dual Mode Articulated(DMA) transit buses (model years 2004 - 2006), including replacement parts and a hidden damage allowance, in accordance with Technical Specification A.E.M. 13-009 at a delivered, not-to-exceed cost of \$18,567,291.

The final item on the agenda presented by Paige Scott Reed, MassDOT and MBTA General Counsel was approval of the delegation of authority.

On motion duly made and seconded, it was unanimously;

VOTED: That, pursuant to Section 6 of Chapter 242 of the Sessions Laws of 2012, the Board hereby adopts this Delegation of Authority Policy restating and reaffirming the statutory delegation of authority to the Secretary/CEO, and confirming that it is the policy of this Board that, the Secretary/CEO is authorized to execute in the name and on behalf of the Massachusetts Department of Transportation, as well as the Massachusetts Bay Transportation Authority, all contracts, instruments, and other agreements with a value less than \$15,000,000.00, including but not limited to leases, permits, licenses, deeds, grant applications and approvals, construction and professional services contracts, contracts for the purchase or sale of real estate, goods and services, instruments for the taking of real property by eminent domain, extra work orders, requests for reimbursement, including but not limited to, reimbursements from federal agencies, agreements with other political subdivisions, commissions, authorities, and agencies and amendments to any such contracts, agreements or instruments. The Board hereby specifically reaffirms that it is this Board's policy to retain for itself the duty and responsibility to authorize the execution and/or issuance of all contracts valued at \$15,000,000.00 or more and that the Board has not delegated to the Secretary/CEO the authority:

(1) to fix and revise from time to time and charge and collect tolls for transit over

the metropolitan highway system and the turnpike;

(2) to develop a long-term state-wide transportation plan for the Commonwealth

that includes planning for intermodal and integrated transportation;

(3) to approve the annual operating and capital budget for the Department and its divisions and to recommend to the Governor and General Court annual appropriations for the Department;

(4) to authorize the execution of public-private partnerships in accordance with sections 57 to 70 of Chapter 7 of the General Laws;

(5) to approve an annual five-year capital plan for the Department and its Divisions; and

(6) to authorize the issuance, refunding and/or reissuance of debt instruments on behalf of the Department ; and be it further

VOTED: That this Delegation of Authority Policy shall be effective immediately and shall remain in full force and effect until such time as the Board rescinds or amends said policy.

Chairman asked for a motion to adjourn.

On motion duly made and seconded, it was;

VOTED: to adjourn.

Documents relied on in meeting:

Meeting minutes for September 25, 2013 and December 11, 2013
Secretary/CEO's Report to the Board
Statewide General Aviation Airport Security Camera Program
MBTA FY15 Fare Review Workplan
South Coast Rail Overview
Staff Summaries for items 8-14

To: The Board of Selectmen
 From: The Planning Board
 Date: October 19, 2011
 Re: MBTA Pilot Service study for Foxborough.

In September 2010, a study was conducted by the MBTA and the Commonwealth of Massachusetts Executive Office of Housing and Economic Development (EOHED) that explored the feasibility of offering full-time commuter rail service to the existing special-event rail station in Foxborough, MA. The findings of this study concluded that “the ridership data contained in this report provides a compelling argument that expanded MBTA service to the Foxborough Growth District will offer a number of benefits to the service region and the MBTA system.”

The Planning Board recently received a copy of a study entitled I-495/Southwest Regional Commuter Rail and Operations Study Draft Report from the law firm of Mirick & O’Connell. Prepared by VHB, this study builds on the 2010 Feasibility Study and proposes one year weekday pilot service from Foxborough to South Station, via Walpole station and the Franklin line, splitting at Readville in Dedham to utilize the improved “Fairmount” line into the city. The purpose of a pilot program “is to provide cost-effective transit service to the underserved communities between the MBTA’s Franklin and Providence commuter rail lines. These services would be low-cost in nature by utilizing existing infrastructure to the maximum extent possible with minimal infrastructure upgrades.”

This study evaluates the existing infrastructure along the CSX-owned Framingham Secondary section of railroad right-of-way between Walpole and Mansfield to determine if an opportunity exists to expand passenger rail services to this region with a minimal capital expenditure. Additionally, this study also includes the development of an operations plan for the pilot program that would provide peak period service for commuters (ideally, three peak period trains in each direction), as well as some off-peak trips, utilizing available existing MBTA equipment with minimal disruptions to existing commuter rail services on other lines. The study also identifies potential order-of-magnitude costs for infrastructure improvements and operations and maintenance costs.

The 2010 *Foxborough Commuter Rail Feasibility Study* presented an alternative (“Option C”) similar in type to the service plan developed for the pilot program. This alternative estimated 990 boardings at Foxborough Station and assumed sixteen roundtrips a weekday with eight of them being during the peak period. The average travel time between Foxborough Station and South Station was about 58 minutes.

The schedule in the study for Foxborough service is as follows:

Task	2011		2012				2013	
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
Track and Drainage Improvements	■	■						
Design Grade Crossings	■							
Procure Grade Crossings		■	■					
Install Grade Crossings			■	■				
Design Signal System	■							
Procure Signal System		■	■	■	■	■		
Install Signal System						■	■	■
Begin Service								■

A number of questions remain: Who will pay the \$6-31 million for the improvements and operation of a one year pilot study? Who is the proponent? Etc. We look forward to meeting with you on the 25th.



The MBTA's \$23 Million 11th-hour Sweetheart Deal with Gillette Stadium

26 Nov 2014 Foxboro, Gillette Stadium, MBTA, Patriot Place by Greg Sullivan

Like

\$23 million 11th-hour sweetheart deal by the MBTA will stick taxpayers with a jaw-dropping \$10 per one-way ride subsidy on a new full-service Gillette Stadium commuter rail line

As the curtain falls on Governor Patrick's administration, officials at MassDOT have been rushing furiously behind the scenes to pull off one of the most egregious and secretive taxpayer abuses in state history: the execution of a binding \$23 million contract to purchase a CSX freight line to provide full-service daily commuter rail service to Gillette Stadium in Foxboro. If the new commuter rail service is provided, the financial benefit to the owners of Gillette Stadium and Patriot Place will be enormous.

The MBTA has been offering additional train service for Patriots games and stadium events since 1989. Several years ago, the MBTA rejected a request by the Kraft Group for full-time MBTA service in large part because of capital costs, the cost of the added engines and coaches, and operating costs. According to David Mohler Executive Director of Planning for MassDOT, the state began meeting with Kraft Group officials in January about potentially **proceeding with full-time service**. The last minute deal in the works today will instead commit the state to purchasing and upgrading rail lines to provide a full-service MBTA commuter rail line operating regularly throughout the year.

The MBTA has studied new service options that would run weekday trains from South Station to Gillette Stadium with multiple stops on the existing Franklin Branch commuter rail line or alternatively from South Station to Readville and then express through Walpole to Gillette Stadium.

The MBTA is rushing to execute the rail line purchase before the Baker administration takes office, aiming for a contract execution by the end of November, just days away.

When word of the pending CSX rail line purchase leaked out several weeks ago, local officials reacted strongly against it, citing lack of local demand for the service, resultant service delays

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By **Greg Sullivan**

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Posted on: Nov 24th, 2014
By **Editorial Staff**

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When it comes to Public Records, What's a Fantasy in Massachusetts is a Reality in Florida
Posted on: Nov 3rd, 2014
By **JPat Brown**

When It Comes to Disclosing Public Official's Financial Interests, Mass is in the Sad Minority
Posted on: Oct 20th, 2014

on existing commuter rail lines, excessive tax-payer funded costs, and lack of necessity for a new line since four commuter rail stations exist already in nearby communities.

By [JPat Brown](#)

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According to a [Boston Globe news report three weeks ago](#), MBTA officials were miffed when word leaked out about the MBTA's pending actions when the Foxboro town manager informed local officials.

[Read more](#)

"As a courtesy to the town manager, he was given some preliminary information," spokesman Joe Pesaturo said in an e-mail Wednesday. "It's unclear why he decided to discuss that preliminary information publicly before MassDOT and MBTA officials had an opportunity to brief all of the elected officials in the Foxborough/Walpole area."

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MBTA spokesperson Pesaturo's remarks to *The Boston Globe* are astounding in at least two respects: 1) he describes the information that the MBTA provided to the Foxboro town manager as "preliminary" notwithstanding the fact that the MBTA Board of Directors had already granted full legal and financial authorization for the CSX rail line purchase in June without consulting local officials; and, 2) he complains that the information was leaked before local officials could be "briefed." Notice that the MBTA apparently deems it sufficient for local officials to be briefed of its decision to proceed with the CSX rail line purchase, rather than to ask for input from them in the first place.

According to a [study commissioned by the MBTA in 2010](#), taxpayer-funded subsidies will be required to finance the new rail service, up to \$10.11 per one-way ride. In addition, the MBTA will absorb up to \$84 million in capital costs to construct and equip the new commuter rail line.

The first public meeting about the proposal did not take place until one week ago on November 18th. [Local officials complained about the plans secrecy](#). "Why would you approach this without approaching the towns most impacted by this first?" asked Selectman John Gray. "Why was this done quietly and without our participation?"

According to the most recent data reported by the Federal Transit Administration, in 2012 the Commonwealth of Massachusetts and MBTA communities subsidized \$823 million of the MBTA's \$1.295 billion operating costs, with ticket revenue paying for only 36.4%. Even by the most optimistic of the MBTA's own projections, this new Gillette Stadium rail service will add millions more to the MBTA chronic operating losses.

MassDOT and the MBTA should hold off on signing any binding contracts with CSX and allow the new administration to consider what to do next.

3 Comments

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Concerned Citizen • a day ago

We know who's doing the paying, but who's getting paid off? Where are the people we voted into office for US...the PEOPLE???

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DC • 2 days ago

On a very small note, the Walpole Train Station is disgusting, the ladies room is never cleaned, there are no supplies at all, no soap etc. Where is the Walpole Board of Health? The rest of the station is gross, I doubt there is even a broom in the building.

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Why DC • 3 hours ago

Most Train stations don't have a building. You just stand outside

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