



BOARD OF SELECTMEN  
TOWN OF FOXBOROUGH  
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FOXBOROUGH, MASSACHUSETTS 02035

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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 19<sup>th</sup>, 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

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

December 1, 2014

David Mohler

Page 3

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?

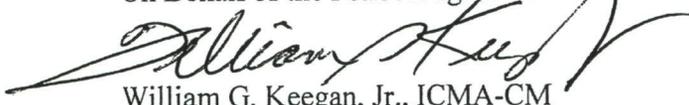
December 1, 2014  
David Mohler  
Page 4

- 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