

Proposed Foxborough Pilot Service

Fiscal Management and Control Board
February 27, 2017



FOXBORO STATION
INBOUND TO BOSTON

- Town of Foxborough Request for Service
- Justification for Pilot Service
- Overview of Pilot Service
 - Characteristics
 - Costs/Funding
 - Schedule/Timeline
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- Next Steps

Proposed Foxborough Pilot Service

Town of Foxborough Request for Service

Town of Foxborough Request for Service

- Foxborough Economic Development Committee **voted 9-0 to support the pilot service.**
- Foxborough Board of Selectmen **voted 4-1** to support the Pilot Program.
- During Foxborough's 2014 Master Plan effort, **66.9%** of the weekly poll respondents **avored increasing train service to Foxborough.**
- Through the ongoing Master Planning process, it was determined that many **Foxborough residents view Route 1 as an opportunity to strengthen the Town's tax base.**

Vision for Route 1:

A “high quality front door to Foxborough that is well-designed, serves the region and Foxborough while maintaining the balance with nature and development, with minimal intrusion into the day to day residential life of Foxborough, **capitalizing on rail** and highway access.”

(Excerpted from Master Plan)

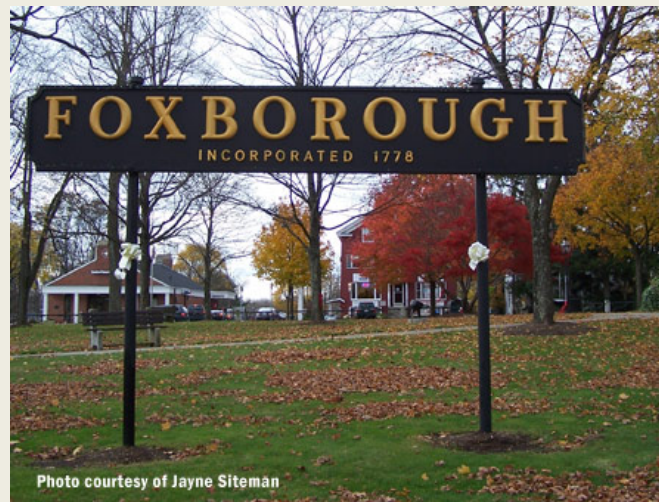


Photo courtesy of Jayne Siteman

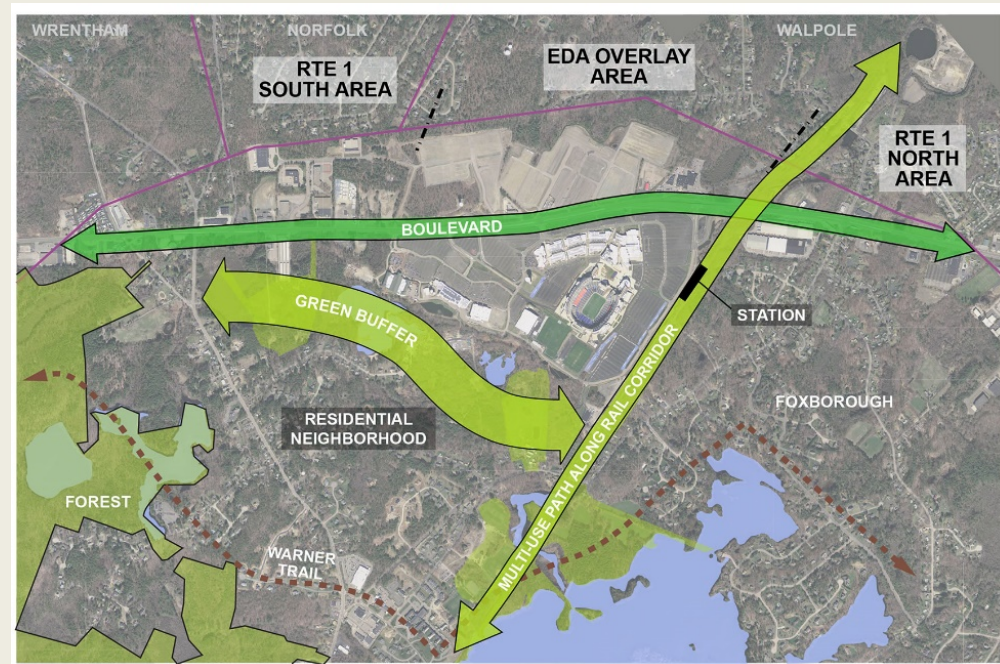
Pilot Program Support:

According to John Eva, Senior Vice President of Global Pursuits for Schneider Electric (Foxborough's second largest employer), **Schneider Electric requires commuter rail service and is in full support of the Pilot Program.** Schneider anticipates hiring 500-700 new employees within next decade due to mass retirement. Commuter rail service to Foxborough is critical to attracting future employees.

Town of Foxborough Request for Service

Other Supporters:

- Metropolitan Area Planning Council (MAPC)
- 495/MetroWest Partnership
- Tri-Town Chamber of Commerce
- Neponset Valley Chamber of Commerce
- United Regional Chamber of Commerce
- Towns of Sharon and Franklin
- Foxborough Route 1 Business Association
- Foxborough Economic Development Committee



- Surveys conducted show **strong support for rail service in Foxborough:**
 - 67% (of 250 surveyed residents) support frequent train service to Foxborough (12/31/14).
 - 75% of respondents agree that “adding commuter train service would add convenience and promote economic development in that area” (10/18/11).
 - 75% of 327 responders voted yes to the question “Should the MBTA proceed with a pilot plan for daily commuter rail service to Gillette Stadium?” (Boston Globe South, 12/30/16).

Town of Foxborough Request for Service

• Regional and Community Support:

- Town of Foxborough
- Town of Sharon
- Town of Franklin
- Business Groups and Employers
 - The Kraft Group
 - Route 1 Business Association
 - Schneider Electric
(Town of Foxborough's second largest employer)
 - 495/MetroWest Partnership
 - Tri Town Chamber of Commerce
 - Neponset Valley Chamber
 - Davio's Restaurant
 - Dorel Juvenile Group





Pilot Service Benefits/Highlights

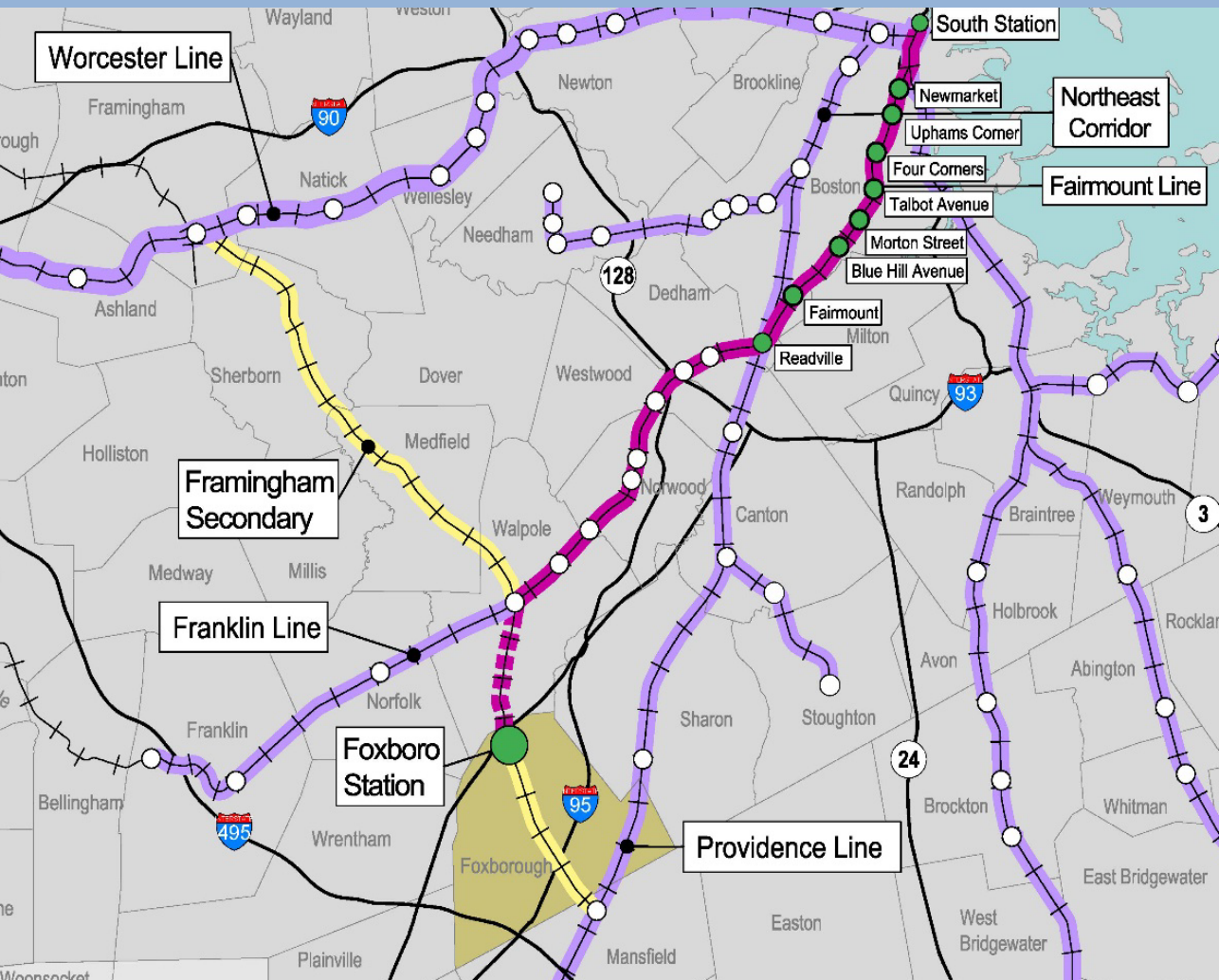
- Improved commuter rail service **will benefit** not only Foxborough but the **region as a whole**.
- 500 parking spaces (existing) with expansion possibilities.
- Public/Public/Private partnership.
- Supports the Route 1 Economic Development Area (EDA)
- Commuter rail service project potential to unlock **\$1.3B in new economic output** and over **5,000 new jobs**.
- Private investment results in **no increase in the average subsidy/rider** to the MBTA.
- Supports Economic Development **consistent with Foxborough's Master Plan**.

Proposed Foxborough Pilot Service

Justification for Pilot Service

Challenge

Demand for Services



- Foxborough is one of the only towns in the region to have a station without the benefit of **regular commuter rail service**.
- Studies* have shown a **need for additional commuter rail service** to this region, and to **support reverse commute opportunities**.

* Sources: MBTA Foxborough Commuter Rail Feasibility Analysis (9/1/2010); I-495/Southwest Regional Commuter Rail and Operations Study (9/28/11); Town of Foxborough Economic Development Master Plan (2013); Town of Foxborough Master Plan (2014); Foxborough Route 1 Economic Development Study (2015)

Challenge

Demand for More Parking

- Parking lots at several Franklin Line stations are **burdened and overstressed** and at or near capacity.
- **Demand for additional parking systemwide** exists now and will increase as ridership grows.¹
- Regional parking at Foxboro Station offers 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.
- Only 18 of the MBTA's 138 stations with MBTA-owned parking meet or exceed 500 parking spaces.



Nearby Stations	Parking Capacity	Available Daily Parking Capacity*
Walpole	343	35%
Franklin	173	<5%
Norfolk	532	<16%
Sharon	542	<2%

* As shown on MBTA website
www.mbta.com

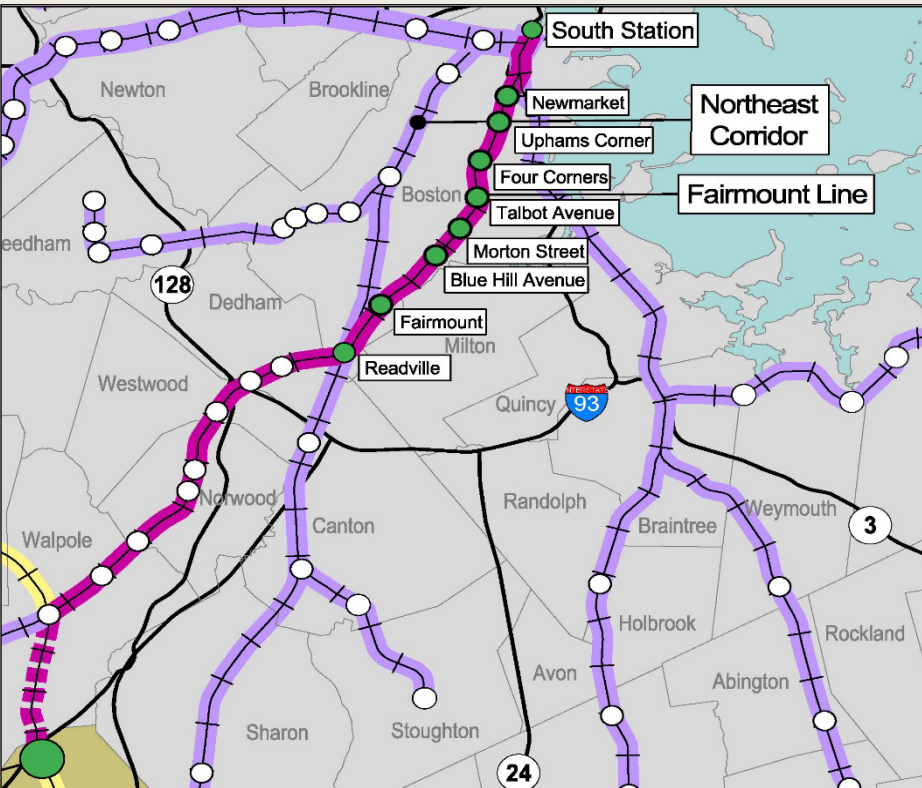
¹ According to CTPS' 2008 *Projections of Parking Demand, Kiss-and-Ride Passengers, and Ridership for MBTA Commuter Boat, Express Bus, Commuter Rail, and Rapid Transit Services*, by 2030 seven of the Franklin Line's eleven stations will be at or beyond capacity, with severe overcrowding of more than 120% utilization at three stations.

Challenge

Maximizing Available Capacity

- The MBTA's **Fairmount Line** offers opportunity for additional service:
 - **Comparatively lower ridership** than elsewhere on MBTA system means available capacity on-board for expansion.
 - **Seats are available** on existing trains.

Source: MBTA, Ridership and Service Statistics, 2014.
CTPS MBTA Commuter Rail Passenger
Count Results, 2012. Fairmount ridership
based on recent conductor counts.



Line	Riders
NORTH SIDE TYPICAL WEEKDAY RIDERSHIP	
Newburyport/Rockport	16,254
Haverhill	8,843
Lowell	11,965
Fitchburg	9,556
North Side Typical Weekday Ridership	46,618
SOUTH SIDE TYPICAL WEEKDAY RIDERSHIP	
Framingham/Worcester	16,293
Needham	6,972
Franklin	12,480
Providence/Stoughton	26,465
Fairmount	2,013
Middleborough/Lakeville	7,182
Kingston/Plymouth	6,560
Greenbush	5,411
South Side Typical Weekday Ridership	82,401
TOTAL TYPICAL WEEKDAY COMMUTER RAIL RIDERSHIP	129,019

Since 1999, the Route 1 Corridor has been a priority of the State and Town for economic development:

- Economic Overlay District established in Foxboro in 1999.
- Route 1 Corridor designated Growth District by State in 2008.
- Reverse commutes offer environmental justice communities access to jobs in large and expanding employment center within the “Economic Development Area” per the Stadium Act of 1999, the “Foxborough Growth District” by EOHED, and within a region experiencing strong and sustained growth.
- Existing employment (4,100 FTEs) in over 3M square feet of mixed-use development in corridor – the largest economic driver in the region.

Proposed Foxborough Pilot Service

Overview of Pilot Service

Pilot Service

Service to Foxborough

- **Existing infrastructure is in place:**

- MassDOT's acquisition of the Framingham Secondary **connects Worcester, Franklin and Providence Lines.**
- On-going infrastructure improvements will have **long-term benefits** for event and freight services; **will accommodate pilot program.**
- **Foxboro Station can accommodate pilot service.**



- **Foxborough-Fairmount Line** pilot service:
 - Extends service from Readville to Foxboro Station via the Franklin Line.
 - Provides at least 3 peak period trips and some midday service.
 - Continues to make all local stops on the Fairmount Line.
 - Does not reduce existing Fairmount Line service, stops or frequencies.
 - Provides reverse commute opportunities for access to jobs and medical.
 - Does not impact the Providence Line services.

- **500 privately-owned parking spaces available for MBTA passengers** with ability to increase spaces as demand grows; parking is accessible to all communities with no residential restrictions.
- Making use of existing parking spaces at today's Foxboro Station is expected to **shift parking demand from nearby stations.**
- **Highly convenient location** near state highway and two interstates.
- **MBTA will receive all parking revenue (estimated to be up to \$220k during pilot)** after operating expenses.



- In 2016, CTPS evaluated ridership for a Fairmount - Foxborough Service:
 - Foxboro Station Daily Boardings – 190
 - New system ridership – 110 daily diversions from auto to commuter rail (220 new trips).
 - Annualized New Ridership – 59,400 (220 new trips per day annualized over 270 business days).
 - Diversions from Franklin and Providence Line trains will provide additional capacity on existing trains and alleviate parking constraints at other stations.
- With proposed marketing efforts by Town and businesses prior to initiation of pilot service, it is anticipated that ridership should be generated early in the program.

- **Operating Costs** during Pilot Program duration (\$950k annually)
 - Utilizes existing equipment; additional costs associated with crew and fuel only
 - Base Crew (Engineer, Conductor, A/C) - \$674,000
 - Fuel - \$272,000
- **Projected Revenue** during Pilot Program duration (\$411k annually)
 - Annualized ridership (new riders) – 59,400
 - Fare revenue projection - \$280,000
 - Parking revenue projection - \$131,000
- **Estimated Subsidy per Passenger**
 - Cost in excess of revenue - \$539,000
 - Annualized ridership – 59,400
 - Subsidy per passenger - \$9.07

Subsidy/Rider for Foxborough Service

- Evaluation of Subsidy/Rider for Pilot Program
 - Current Commuter Rail average subsidy: \$6.56 per rider.
 - Foxboro Station service projected subsidy: \$9.07 per rider.
 - Pilot service subsidy in excess of avg. - \$2.51 per rider
- Assuming that ridership and revenue projections are accurate, the MBTA's cost in excess of the average subsidy per rider for the duration of the pilot service would be approximately \$150,000.
- The Kraft Group has agreed to provide a private subsidy (up to a maximum amount of \$200,000) as needed to ensure **no increase in average subsidy/rider to the MBTA** during pilot duration.



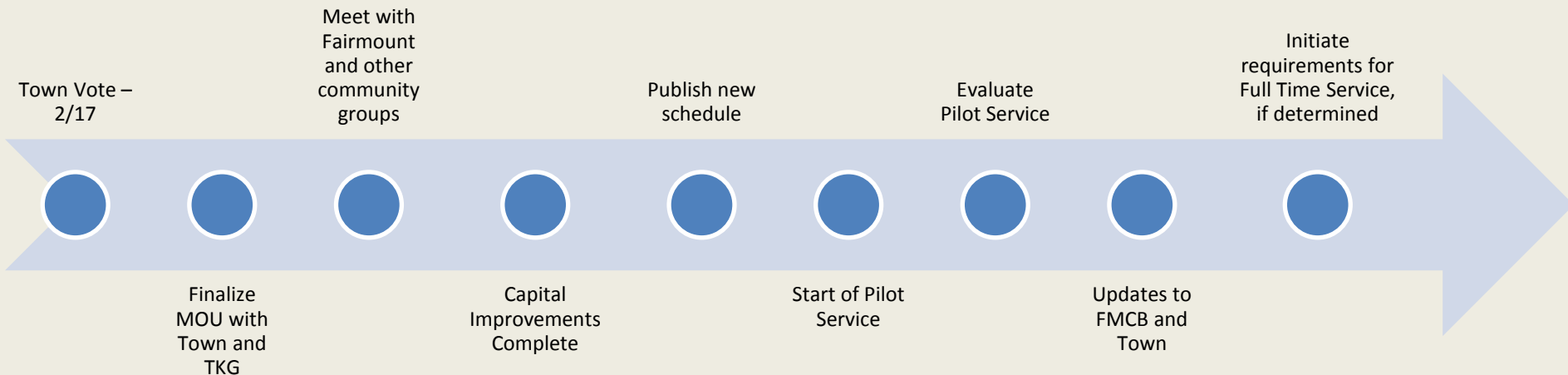
• Pre-Pilot Capital Investments

- For pilot service to Foxoboro Station, MassDOT will need to invest about \$10m for passenger and rail service to co-exist.
- Upgrades include passing siding, interlocking.
- Improvements in Walpole to include upgrades of signal system and grade crossing safety enhancements.
- \$10m can be found within the \$20m that MassDOT has programmed for Framingham Secondary line in the CIP.
- Improvements will benefit existing passenger rail event and freight service.

• Post-Pilot Capital Investments

- If pilot service is made permanent, other upgrades to the Framingham Secondary line will need to be made in accordance with the CSX agreement to improve freight service.
- MassDOT will negotiate with CSX on extent and timing of upgrades prior to the start.
- Upgrades to MassDOT rail assets include track, ties, signals.
- Improvements will benefit existing passenger rail event and freight service.

- **11+ months Pilot Program** – anticipated to commence in 2018.



Proposed Foxborough Pilot Service

Evaluation Metrics

Evaluation Criteria

1. A specific projected operating subsidy per trip, comparable to the average current per trip subsidy on the most similar existing service.
2. A specific amount of capital expenditure (if any) and identified sources for that spending.
3. A ridership target for the pilot and new ridership projections.
4. Local support/opposition.

Foxborough Pilot Service

1. Operating subsidy per trip for Foxborough service is estimated to be \$9.00/per passenger compared to the MBTA's commuter rail average of \$6.56/passenger – however, for duration of pilot program, private contribution up to \$200k will address differential.
2. If pilot is approved, additional capital expenses will be programmed in MassDOT Rail and Transit CIP.
3. CTPS projected 190 daily boardings at Foxboro Station, with 110 daily new systemwide commuter rail riders.
4. Supported by Foxborough and multiple communities. Opposed by Walpole.

Pilot Evaluation Process: Development of Workplan

- Characteristics of proposed pilot service
- Anticipated capital and operating costs
- Anticipated travel demand and likely market receptivity
- Density of affected residents and jobs, including planned economic development
- Access to economic opportunities and job markets underserved by transit, particularly for low-income individuals
- Availability of parking, if needed
- Functional burden placed on the MBTA operating divisions and/or Keolis
- Anticipated environmental benefits, including the reduction of greenhouse gases
- Whether the pilot facilitates multimodal connections
- Whether the pilot will provide any benefits for freight movement or highway capacity
- Whether the pilot is able to improve the safety of the MBTA system and/or the surrounding transportation network
- Whether the pilot will assist the MBTA in meeting its service delivery standards, filling a gap in service, and/or strengthening existing MBTA services
- Whether the goals of the proposed service harmonize with MBTA strategic and operational goals
- Demonstrated local support for the proposed service

Assuming the Board wishes to proceed:

- Address questions on proposed pilot
- Refine work plan, evaluation metrics, capital cost requirements, and ridership estimates
- Return to Board with proposed pilot service workplan for vote
- Reach MOU with Town of Foxborough and TKG
- Begin negotiations with CSX