

Proposed Foxborough Service Pilot

Service Pilot Evaluation

Recap and Additional Information

FOXBORO STATION

INBOUND TO BOSTON

**MBTA Fiscal Management and Control
Board**

August 14, 2017

Proposed Foxborough Service Pilot: Background

- **March 27:** **The Fiscal & Management Control Board votes to approve a new policy and process for rigorously evaluating proposed MBTA service pilots.**

The FMCB requests that any pending pilot proposals be brought to the Board, with full analysis complete, by the end of July.

- July 31:** **The Town of Foxborough presents a request to the FMCB for a pilot of MBTA Commuter Rail service from Boston South Station to Foxborough.**

MassDOT staff present the results of the analysis required by the Pilot Policy. Additional Board questions are answered via the FMCB website.

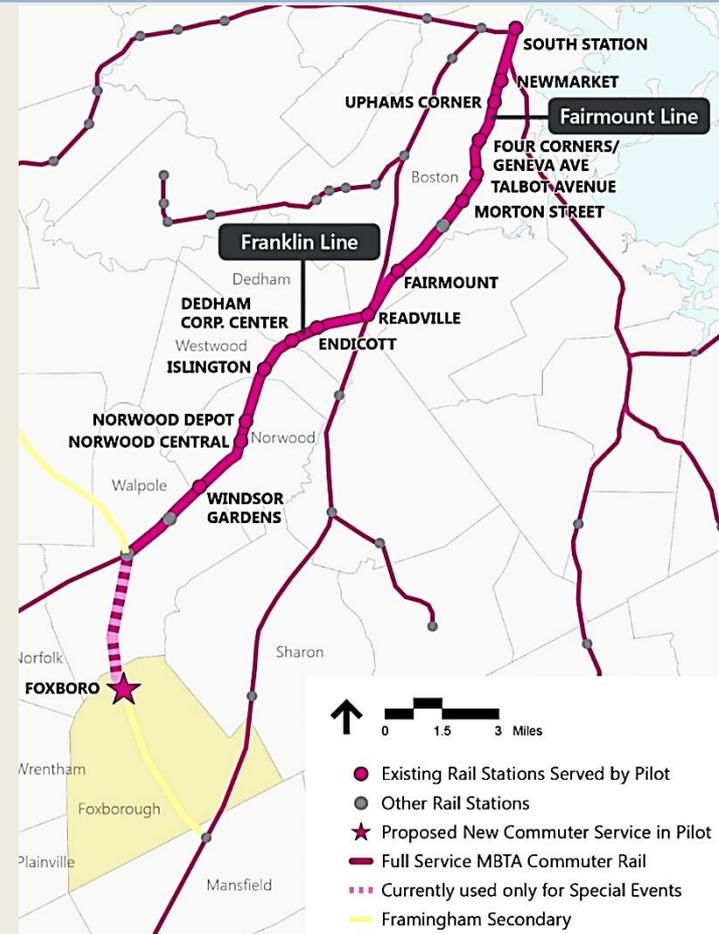
- Today:** **The FMCB is requested to vote on whether to approve the proposed pilot of Commuter Rail service to Foxborough.**

Characteristics of the Proposed Pilot

- **The Town of Foxborough is the Pilot sponsor, in cooperation with MassDOT, the MBTA, and the Kraft Group.**
- **The Pilot would extend eight existing Fairmount Line trains and one existing Franklin Line train from South Station to Foxboro Station and back.**
- **Based on all available analysis, the Pilot would not alter or compromise current service on the Fairmount or Franklin Lines.**
- **The Pilot service is proposed to begin in late 2018/early 2019.**
 - **The Pilot would not impact the FY2018 MBTA operating budget.**
- **The Pilot would make use of existing MassDOT/MBTA-owned infrastructure and would not require any unplanned capital investments.**

Operation of the Pilot

- 41 daily one-way trips currently run between Readville and South Station on the Fairmount Line.
 - The Pilot would extend eight Fairmount Line trains and one Franklin Line train to Foxboro Station.
 - The Pilot would include an early-morning train to allow 'reverse commuters' to arrive in Foxboro by 7:30am.
 - The MBTA would continue to serve the Fairmount Line exactly as the Line is served today.
 - A capacity analysis projects that no Foxboro-serving train would arrive in South Station with every seat taken; existing Fairmount Line customers would have more than adequate seating capacity.
- Staff recommends that the Pilot should include monthly monitoring of capacity and reliability to ensure that there are no negative impacts to the Fairmount Line.



Projected Ridership

- **150 riders per weekday are projected to board at Foxboro Station during the period of the Pilot.**
- **Systemwide ridership on the MBTA Commuter Rail system is projected to increase by 86,400 annual trips (160 daily riders) due to the Pilot.**
- **210 existing riders are projected to board at Foxboro Station rather than at other stations during the Pilot period.**
- **The Pilot would include 500 private parking spaces for use by MBTA customers – without cost to the MBTA – which could alleviate parking shortages at nearby stations and potentially prompt additional Commuter Rail ridership.**
- **The Pilot would therefore allow the MBTA to test the hypothesis that additional parking is able drive up ridership, but without the need to create permanent new parking.**

Transit Capacity Projections

Trip Route (Including Existing Terminus)	Proposed Trainset	Maximum Load / Seated Capacity	
	Seated Capacity	Existing	Service Pilot
INBOUND TRAINS			
<i>Foxboro (5:50 AM) – Readville (6:25 AM) – South Station</i>	570	17%	35%
<i>Foxboro (6:35 AM) – Readville (7:10 AM) – South Station</i>	570	34%	79%
<i>Foxboro (8:13 AM) – Norwood Central (8:31 AM) – South Station</i>	948	38%	45%
<i>Foxboro (1:25 PM) – Readville (2:00 AM) – South Station</i>	570	10%	30%
OUTBOUND TRAINS			
<i>South Station (6:24 AM) – Readville – Foxboro</i>	948	1%	9%
<i>South Station (11:45 AM) – Readville – Foxboro</i>	570	11%	27%
<i>South Station (3:30 PM) – Readville – Foxboro</i>	948	9%	17%
<i>South Station (5:45 PM)– Readville – Foxboro</i>	570	23%	49%
<i>South Station (6:30 PM) – Readville – Foxboro</i>	570	16%	39%

Note: Train departing Foxboro at 8:13 AM is an existing Franklin Line train. All other trains are existing Fairmount Line trains.

Costs and Revenues

- **Based on the projection of 86,400 new annual Commuter Rail trips, the Pilot would generate an estimated \$459,000 of new revenue for the MBTA.**
- **Keolis has projected a cost of \$1,200,000 to operate the Pilot for 12 months.**
- **As part of a public-private partnership, The Kraft Group has committed to fund the difference between the per-passenger cost of the Foxboro Pilot (estimated at \$8.58/passenger) and the average per-passenger cost for the Commuter Rail system (currently \$6.07/passenger), up to \$217,000.**
- **Therefore, for the period of the pilot, the net cost to the MBTA, minus the private contributions of \$217,000, would be \$524,000; should this cost change before the Pilot is underway, the FMCB would be notified.**
- **Because the station and track facilities are already owned by MassDOT/MBTA, there would be no capital costs associated with the Pilot beyond ones already planned by MassDOT/MBTA.**

Coordination with the Fairmount Line

- **As noted, the Foxboro Pilot would make use, in part, of the Fairmount Line to travel between Boston South Station and Foxboro.**
- **All analysis indicates that the proposed operation of the Foxboro Pilot would not compromise service on the Fairmount Line.**
- **However, the development of the proposed Foxboro Pilot has highlighted concerns about the current performance of the Fairmount Line.**
- **A recent study by Nelson/Nygaard titled *Increasing Ridership on the Fairmount Line* provides a blueprint for making incremental improvements to the Line.**
- **One of the key recommendations of the Nelson/Nygaard report – to provide additional rail service between the Fairmount Line and Dedham Corporate Station – would be accomplished by the Foxboro Pilot.**

Coordination with the Fairmount Line

“Without any substantial employment market, most trips on the Fairmount Line are made by local residents, rather than commuters from the Greater Boston region. The lack of jobs along the Fairmount Corridor reduces the potential pool of Fairmount Line riders and limits opportunity for future growth.”

-Increasing Ridership on the Fairmount Line

If the Pilot is Approved Today: Next Steps

- **Immediate:**
 - **Negotiate Memorandum of Understanding between MBTA, Town of Foxborough, and The Kraft Group**
 - **Continue discussions with the City of Boston on efforts to improve Fairmount service consistent with the Nelson/Nygaard study**
- **Fall of 2017-Fall of 2018:**
 - **Ongoing capital upgrades**
 - **Service planning and collaboration with Keolis**
 - **Public outreach and marketing**
- **Spring 2018:**
 - **Development of MBTA FY2019 budget to include Pilot costs**
- **Late 2018/Early 2019:**
 - **Pilot service begins**
- **Service Pilot Duration: <12 months**
 - **Collect data and evaluate performance**