Foxborough Pilot Service
**Background**

- Foxborough is one of the only towns in the region to have a station without the benefit of **regular commuter rail service**.

- Game day and special event **service is currently provided** to Gillette Stadium.

- 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)
Parking
Limited Availability at Existing Stations

- Existing town-owned and managed lots limit parking options for commuters.

- Parking lots at several Franklin and Providence Line stations are at or near capacity.

- Demand for additional parking appears to exist now and could increase if ridership grows.

- The Pilot offers an opportunity to test the theory that limited parking acts as a constraint on Commuter Rail ridership.
Highlights

- Pilot service was approved by the FMCB on 8/14/17.
- Service will begin May 20, 2019.
- The Pilot will extend eight Fairmount Line trains and one Franklin Line train to Foxboro Station.
- Of those trains, three will be peak period/peak direction trips and then limited midday service.
- The Pilot will make use of existing MassDOT/MBTA-owned infrastructure and does not require any additional or unplanned capital investments.
- The MBTA will continue to serve the Fairmount Line exactly as the Line is served today.
Pilot Service Benefits

- 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.

Source: Landwise Study, 11/16/15
What’s Next?

• MBTA’s FMCB approved Pilot Service on August 14, 2017.
• Pilot Service will begin on May 20, 2019.
• It is up to Foxborough and its community partners to fill these trains during the 11 month Pilot.
• Expecting a slight shift of commuter travel patterns.
• Those in proximity to Gillette (even in Mansfield and Walpole) may choose a lot with guaranteed* parking over competing for spaces in existing lots.

*Parking is not guaranteed but we feel ample supply will make parking almost guaranteed.
How To Fill Trains?

- Work with Route 1 business owners to attract **high quality development** on large vacant parcels.
- Working with local **Chambers of Commerce and businesses** to let them know of the future pilot service.
- Establish a **local and/or regional shuttle** system in the next year.
- **Shuttle connecting Downtown Foxborough** with existing train stations now and future Patriot Place station in future.
- Hoping to **attract urban workforce out to our local and regional employers**. To be feasible, this might require employers to assist with (1) cost of reverse commute; (2) first and last mile connections; and (3) emergency ride home program. All new for suburbs.
- **How to get buy in?**
- **We love our cars out here in the ‘burbs.**
Opportunities

- Improved access to Foxborough and the region.

- Schneider Electric – has indicated that they expect a mass retirement in next 5-10 years. Want to be in a position where younger workers that do not want to live in the suburbs and don’t want a car, can get to work efficiently and dependably.

- Reverse commute – attract urban workers out to our region to work. Schneider has high quality engineering work. Restaurants and hospitality providers in town and region struggle to find employees. Hoping to hold a job fair in the Fairmount neighborhood area if we can work out logistics of reverse commute before and during Pilot.

- Downtown Foxborough – undergoing revitalization. Just approved 50 apartments with more to come. Theater very active.

- Want to serve our population without vehicles: Seniors, veterans, students.
Challenges

- Employers, like most of us in the suburbs, don’t think of shuttles.
- Who to contact? How to get buy in?
- How to justify need and cost?
- Suburban love of cars.
- Confidence in emergency ride home/first last mile.
- Cost of reverse commute. Today, it would be $7.00 roundtrip from Readville to Walpole. From Fairmount and Uphams Corner to Readville is $6.70 round trip. Not financially feasible for minimum wage earners.
- Limited service to start will present a challenge for reverse commuter.
- Assuming Pilot is successful (it will be), how to transition from Pilot to regular service without disruption? That’s more DOT’s issue but it does affect us.
Next Steps …

• Continue to **work towards** the local and regional **shuttle**.
• Promote **import of workforce** to assist area businesses.
• **Vision:** **local fixed route shuttle** option between Downtown Foxborough, Patriot Place, another **regional shuttle** connecting Wrentham Premium Outlets, Plainridge Park Casino and Patriot Place/Gillette Stadium, with dispatch available to provide on demand ride services to our residents. Perhaps modeled after Cross Town Connect.
• **Work with Mass Gaming Commission**
  Economic Development Gaming Fund will be capitalized with $19-25 million once casinos open. Hoping to create regional visitors’ bureau and regional shuttle to draw visitors to region to play, stay and eat.
• **Ride the train ...** often!