

Massachusetts Statewide Freight Plan

Freight Advisory Committee
Meeting 5



presented to
Freight Advisory
Committee

presented by
Massachusetts Department of
Transportation

Agenda

➤ **Welcome and Review**

Highway Administrator Gulliver,
Massachusetts Department of Transportation (MassDOT)

➤ **Draft Final Plan and Discussion**

Nathan Higgins, Cambridge Systematics (CS)

➤ **Implementation Studies**

Gabe Sherman, MassDOT

➤ **Closing Thoughts**

Highway Administrator Gulliver, MassDOT

INTRODUCTIONS

The Freight Planning Team

- » Highway Division Administrator Jonathan Gulliver
 - Chair, Freight Advisory Committee (FAC)
- » Gabe Sherman
 - Project Manager
 - Gabriel.Sherman@dot.ma.state.us
- » Ethan Britland
 - Manager of Modal Planning



P O R T S C A P E I N C

Our Work Plan

Aug (2016) Sep Oct Nov Dec Jan (2017) Feb Mar Apr May Jun Jul

Synthesize 30+ reports
Analyze freight data
4 Agency Round Tables
25+ industry interviews

**4 FAC Meetings and
Open Houses**
Scenario planning to
articulate vision, goals,
objectives, and robust
strategies.

Draft

Project Completion Schedule - Updated

- **Public Comments and FAC Feedback – December 2017**
 - » MassDOT will review and address public and FAC feedback
- **Present Draft Plan for FHWA Comment – December 2017**
 - » FHWA comment period closes 60 days after submission
 - » MassDOT will make final revisions based on FHWA feedback
- **Post Final Plan – Early Spring 2018**

DRAFT FREIGHT PLAN RECOMMENDATIONS

Robust Decision Making

	Lower Risk	Higher Risk
All Futures	Immediate Current or near-term need	
	Robust Appropriate at some time	
Some Futures	Deferred Waiting to see	Hedging Potential regret Shaping Influence the future
	Dropped	
No futures		

Robust Decision Making, cont.

- Robust decision making process divides the strategies into five categories:
 - » **Immediate strategies** address a current or near-term need. They are worthwhile ideas today, no matter what the future holds.
 - » **Robust strategies** are appropriate no matter what the future holds, but are not necessarily immediate priorities.
 - » **Hedging strategies** might not be needed, but if they are we need to have started solving them now.
 - » **Shaping strategies** allow MassDOT to direct trends for the future.
 - » **Deferred strategies** might not be necessary, and it is safe to wait to see what happens.

Immediate Strategies

➤ Infrastructure

- » **State of good repair** - Improve the condition of freight network assets
- » **Truck stops** - Build or expand truck stops on primary truck routes
- » **286K** - Upgrade rail lines to the 286K standard
- » **Port/terminal access** - Maintain uncongested freight access to airports, seaports and rail terminals in mixed-use urban settings
- » **Container terminals** - Modernize container terminal facilities

➤ Policies and People

- » **Workforce** - Develop a workforce strategy for freight professions
- » **Reduce CO₂ emissions** - Support policies to reduce CO₂ emissions from all freight vehicles
- » **Permitting** - Harmonize oversize/ overweight permitting across New England
- » **Coordination** - Coordinate with freight planning in neighboring states

Robust Strategies

➤ Infrastructure

- » **Resiliency** - Protect freight facilities from climate change impacts

➤ Operations

- » **Technology** - Develop Intelligent Transportation Systems (ITS) and Active Transportation and Demand Management (ATDM)

Hedging and Shaping Strategies

➤ Infrastructure

- » **Distribution centers** - Build right-sized distribution centers inside of Route 128
- » **Truck stop electrification** - Electrify truck stops
- » **Land use** - Identify and preserve existing rural and industrial sites for warehousing and distribution development
- » **Urban delivery** - Develop delivery areas in urban districts and town centers
- » **Underutilized infrastructure** - Encourage increased use of underutilized gateway infrastructure (ports and airports)

Hedging and Shaping Strategies (cont.)

➤ Operations

- » **Air freight** - Improve the efficiency of air cargo processing at Logan Airport and in the surrounding area
- » **Supply chain information** - Better integrate supply chain information to reduce administrative and regulatory delays
- » **Import/Export regulations** - Review State regulations and practices that impact security clearance and chain-of-custody for imports and exports
- » **Connected vehicles** - Leverage connected vehicle technology to maximize en-route efficiency
- » **Truck side guards** - Encourage side guards on trucks to protect cyclists

➤ Policies and People

- » **Local land use** - Provide collaborative guidance and support to MPOs and local governments in integrating freight, distribution, and loading into their planning and zoning and land use decision-making processes
- » **Short-sea shipping** - Encourage private industry to adopt short-sea shipping

Deferred Strategies

➤ Infrastructure

- » Build standardized small package drops

IMPLEMENTATION STUDIES

Implementation Studies

➤ **Statewide Truck Parking Improvements**

- » Identify and prioritize locations for new truck stops
- » Identify possible technologies that could assist truckers in finding parking
- » Prepare recommendations for a truck stop electrification pilot

➤ **Freight System Climate Change Adaptation**

- » Assess critical freight assets, operational components, and any other infrastructure most at risk from the impacts of climate change

➤ **ITS, ATDM, and Operational Issues for Truck Movement**

- » Identify Intelligent Transportation Systems (ITS) and Active Transportation and Demand Management (ATDM) to improve truck operation in the short-term (0-5 years)

CLOSING THOUGHTS

Closing Thoughts

- MassDOT and Massport filed three Infrastructure for Rebuilding America (INFRA) grant applications:
 - » **Completion of the Revitalize New England's Maritime Gateway Project** - Massport is requesting \$63.33 million to help fund design and construction of Berth 10 and the GateVision operating system, and the Cypher-E Freight Corridor.
 - » **Completion of the I-495 Corridor Improvement Program** - MassDOT is requesting \$33 million to help fund this network of projects, including the redesign and construction of two major interchanges and associated mainline improvements on I-495. IFRA funding would allow incorporation of the I-495/Route 9 interchange into the work already being done on the I-495/I-90 interchange project.
 - » **Upgrade of the New England Central Railroad** - MassDOT is requesting funding to upgrade more than 31 miles of rail and twenty bridge structures on the route of the New England Central Railroad. The work in Massachusetts is necessary to close the last "gap" in the 286K rail network that is being built in Vermont and Connecticut and allow for significant growth in freight shipments.


Closing Thoughts, cont.

➤ **Continued role of the FAC**

- » Positive survey results
- » Participate in implementation studies and future research
- » Freight plan progress meetings

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