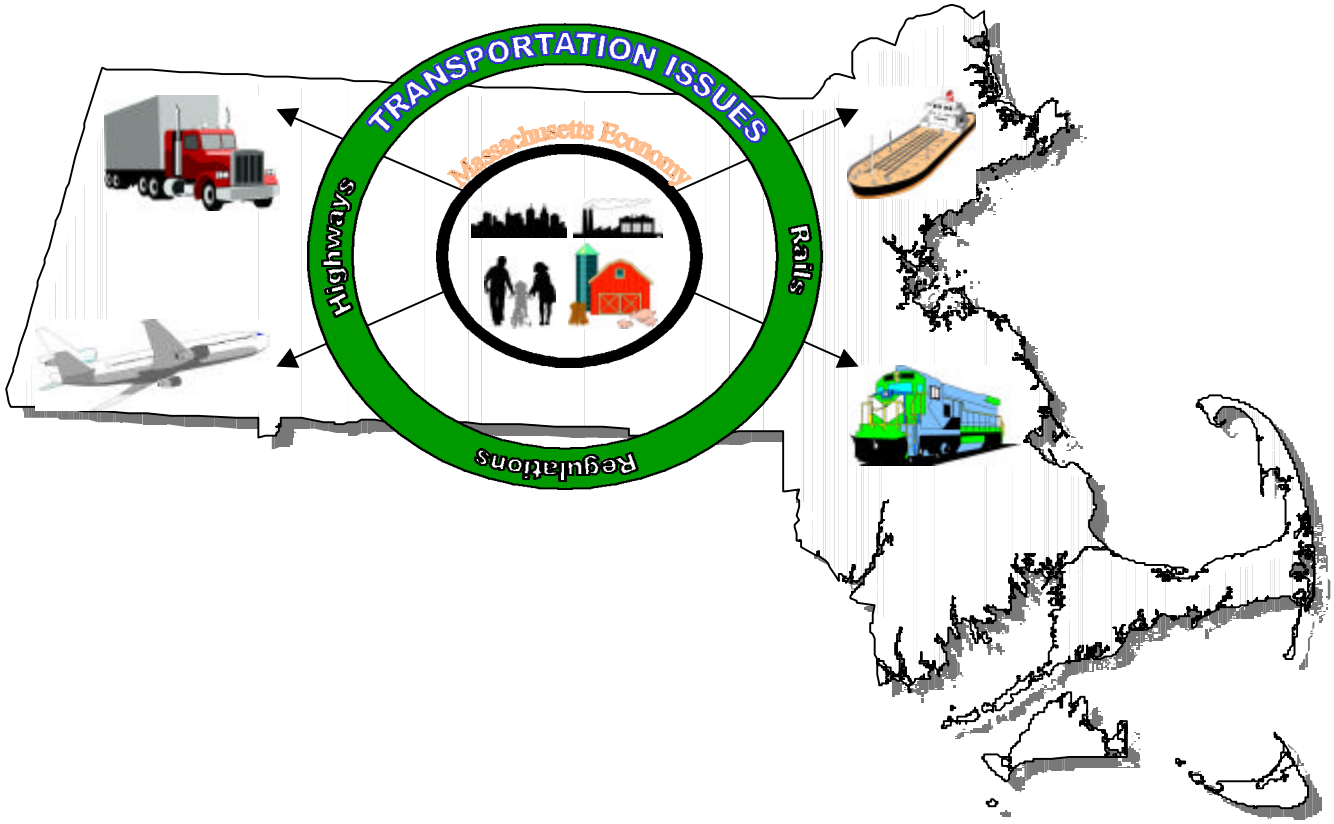
Identification of Massachusetts Freight Issues and Priorities



Prepared for the **Massachusetts Freight Advisory Council**

By

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CHAPTER 1: INTRODUCTION

PURPOSE

This report documents an effort to assist the Massachusetts Freight Advisory Council (MFAC) to ***identify and prioritize freight transportation issues and concerns which should be addressed to contribute to a more efficient/competitive freight transportation system***. The effort consisted of outreach focus group meetings held with the freight community beginning in October of 1997 and completing in November of 1998. In order to provide a comprehensive compendium of issues, every item was documented, whether it was of concern to a majority of participants or to just one. This report summarizes the results of that solicitation process.

MASSACHUSETTS FREIGHT ADVISORY COUNCIL

The Massachusetts Freight Advisory Council is an independent body representing all modes that is open to private sector freight interests including shippers, carriers, terminal operators, freight forwarders, and others with freight concerns who do business in Massachusetts (For a more detailed description of the MFAC, see Appendix A). The primary objectives of the Council are:

- To educate each other and a broad spectrum of interested parties about issues that affect freight mobility in Massachusetts and the New England Region.
- To advise the public agencies in Massachusetts about specific freight concerns, issues, and priorities.
- To identify and advocate for policies, regulations, and practices to improve the safety, efficiency, and growth of the freight industry.
- To participate in the state and regional transportation planning and investment decision processes.
- To encourage all states in the region to work cooperatively to improve freight mobility.
- To improve communications between public and private interests through the use of common technology and sharing of non-proprietary data.

CONTENTS OF REPORT

Chapter Two describes the outreach process used to obtain input from the freight community and the list of participants. Chapter Three discusses the structure of the freight industry within Massachusetts. The chapter includes a summary of the freight network (rail, trucking, ports, airports, and intermodal facilities), a description of the link between the economy and freight logistics, an introduction to the process for improving the network, and presentation of recent freight flow data. Chapter Four documents the issues and concerns identified as part of the outreach effort, separated into overall categories. Chapter Five ranks the issues and concerns listed in Chapter Four, into three levels of importance, high, medium, and low, based on the input received from the out- reach effort.

CHAPTER 2: SOLICITATION OF FREIGHT ISSUES

INTRODUCTION

This chapter summarizes the activities undertaken to identify freight issues and concerns from the Massachusetts freight community. In order to solicit input from all segments of the freight community, four rounds of meetings were conducted. The first round consisted of small focus group meetings with each of the freight modes; the second round included interviews with agencies involved with freight transportation and freight companies; the third round brought all parties from the first two rounds together on a regional basis; and the final round consisted of convening the Freight Advisory Council members. Appendix B contains the minutes from each meeting.

SMALL FOCUS GROUPS

The first round consisted of focus group meetings that convened between July 1997 and April 1998. The Chair of the MFAC and Executive Office of Transportation and Construction (EOTC) invited representatives from each sector of the Massachusetts freight industry to participate. The approach was to hold focus groups organized by group; for example, the needs of the railroad industry, air cargo forwarders, seaport operators, manufacturers, intermodal terminal operators. Table 2-1 lists the meetings with Massachusetts' freight industry.

Table 2-1: Focus Group Meetings

October 7, 1997	Massachusetts Railroad Association
October 7, 1997	Massachusetts Motor Freight Association
October 24, 1997	Central Massachusetts Regional Planning Agencies
October 24, 1997	Western Massachusetts Regional Planning Agencies
October 27, 1997	Southeast Massachusetts Regional Planning Agencies
October 27, 1997	East and Northeast Massachusetts Regional Planning Agencies
December 17, 1997	Seaport Advisory Council
December 19, 1997	Cape Cod Commission and Woods Hole, Martha's Vineyard, and Nantucket Steamship Authority
January 7, 1998	Intermodal terminal operators
January 20, 1998	Logan air cargo operators and United States Customs
January 20, 1998	Sea-borne freight forwarders and United States Customs
April 23, 1998	New Bedford Strategic Planning Group

INDIVIDUAL MEETINGS WITH MEMBERS OF THE FREIGHT COMMUNITY

Since some freight companies and agencies involved with freight transportation were unable to attend the focus groups, individual meetings were conducted to provide input from a good cross section of the freight community. Table 2-2 lists the meetings.

Table 2-2: Individual Meetings

June 20, 1997	Mr. Kevin Kiley, President, Massachusetts Motor Transportation Association
June 20, 1997	Ms. Heidi Eddins, President, Massachusetts Rail Association
August 6, 1997	Mr. Robert Williams, Chairman, Massachusetts Freight Advisory Council
November 25, 1997	Nantucket Planning and Economic Development Commission
November 25, 1997	Martha's Vineyard Commission
November 26, 1997	Berkshire Regional Planning Commission
December 19, 1997	Nantucket Airport
February 11, 1998	Yankee Candle Inc., South Deerfield
February 24, 1998	Kaybee Toys, Pittsfield
February 24, 1998	Unistress, Pittsfield
February 25, 1998	Grove Associates, Lexington
February 25, 1998	Damco, Peabody
February 26, 1998	Romar, Brighton
March 3, 1998	Tower Group, Chelsea
April 2-3, 1998	Second Annual CONECT Trade and Transportation Conference, Newport, RI
April 6, 1998	REFUEL-SEMASS, Wareham
April 23, 1998	Hub Group, Southborough

REGIONAL FORUMS

After conducting individual and group meetings, regional meetings were held to identify regional as well as statewide issues. These meetings also provided a forum for representatives from various freight companies and local RPAs to meet. To encourage participation and to reflect the economic structure of Massachusetts, the state was split into four regions (Figure 2-1). The Chair of the MFAC and EOTC invited attendees from the individual and small focus groups as well as additional private sector freight industry representatives to one or more of these regional meetings, based on the location of the company or agency. For convenience, these meetings were held in four areas revolved around major cities and regional planning agencies. Table 2-3 lists the meetings.

Table 2-3: Regional Forums

February 2, 1998	East and Northeast Massachusetts, Boston
February 10, 1998	Southeast Massachusetts, South Dartmouth
February 11, 1998	Western Massachusetts, Amherst
February 12, 1998	Central Massachusetts, Worcester

MASSACHUSETTS FREIGHT ADVISORY COUNCIL MEETINGS

The final forum included meeting with the full Council for their review and assessment of the issues identified through the first three rounds. The members of the Council assisted in prioritizing the issues into two tiers, immediate and long term priority ranking. Table 2-4 lists the meetings.

Table 2-4: Massachusetts Freight Advisory Council Meetings

March 9, 1998	Massachusetts Freight Advisory Council -- presentation of findings, Boston
November 19, 1998	Massachusetts Freight Advisory Council -- presentation of priorities, Boston

Regional Meeting Coverage Areas

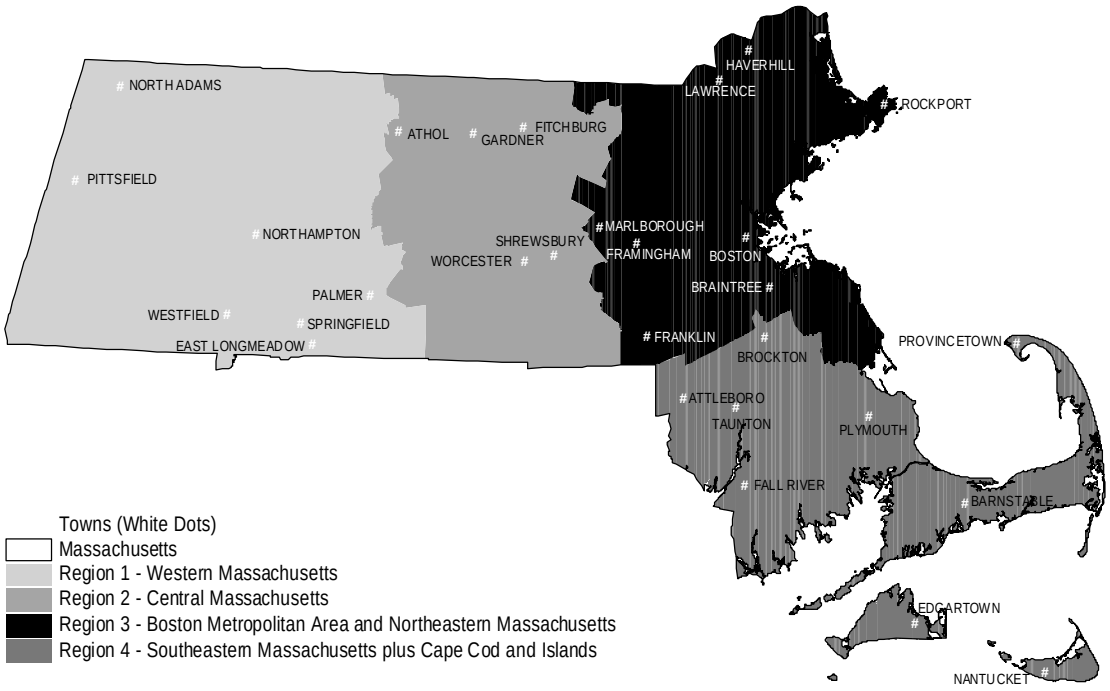


Figure 2-1: Regional Meeting Boundaries

CHAPTER 3: THE MASSACHUSETTS FREIGHT SYSTEM

INTRODUCTION

The Massachusetts freight industry is dynamic, changing each year due to company mergers, trends in domestic or international trading, and rail/ highway/ seaport/ airport infrastructure changes. The passage of the Intermodal Surface Transportation Efficiency Act of 1991, Transportation Efficiency Act for the 21st Century, and increasing private-sector emphasis on competitiveness have highlighted the importance of efficient, timely, and cost-effective freight movement for Massachusetts and the regional economy.

This chapter describes the Massachusetts freight system to provide a framework for the discussion of the issues and concerns received during the outreach effort. First, this chapter summarizes the four primary modes for freight transport, including rail, trucking, sea, and air, concluding with a listing of the Massachusetts intermodal facilities. Included with each modal discussion are the competitive alternatives that presently exist as options to the freight industry. Next is a discussion of the "big picture" issues that affect the Massachusetts freight industry. The second to last section summarizes the planning process for implementing transportation projects in order to provide an understanding of the public sector process of planning for the future. The chapter concludes with a presentation of freight flow data which represents freight flows between Massachusetts and the rest of the world. References used for this chapter include "Accessing The Future," prepared by the Massachusetts Highway Department in 1995 and "Market Trends Report, Massachusetts Port Authority, CY 1997 vs. 1996," prepared by the Massachusetts Port Authority in 1998.

SYSTEM DESCRIPTION

The four primary modes for freight transport are railroads, trucks, sea, and air. The following sections describe each of the modes as well as the current competitive services offered within Massachusetts. Intermodal terminals provide connections between freight transport modes; these will be discussed following the discussion of the four primary freight transport modes.

Railroad Network

Ten rail freight carriers operate service on more than 1,000 route miles throughout the Commonwealth (42% of this mileage is publicly owned). Table 3-1 lists Massachusetts railroads by type; Figure 3-1 shows the Massachusetts freight rail lines; Figures 3-3, 3-4, 3-5, 3-6, and 3-7 show the major rail lines, highways, ports, airports, and intermodal terminals for Springfield, Fitchburg, Worcester, New Bedford, and Boston areas respectively. Massachusetts rail carriers provide essential transportation connections in support of domestic and international trade. While five of the ten carriers operate only within the state, they also transfer freight to and from interstate railroads. The major products shipped in New England and Massachusetts by rail include pulp and paper; lumber and wood products; hazardous materials; plastics; food; transportation equipment; stone, clay, and glass; and non-metallic minerals.

COMPETITIVE SERVICES OFFERED

Figure 3-8 depicts the competitive rail services available to the Massachusetts freight community.

Table 3-1: Massachusetts Freight Rail Carriers by Type

Carrier	Railroad Type	Route Mileage
CSX	Class I	417.5
Guilford Transportation	Class II	335.2
New England Central	Class II	55.0
Providence & Worcester	Regional	68.1
Bay Colony Railroad	Local	120.2
Grafton & Upton Railroad	Local	14.1
Housatonic Railroad	Local	35.9
Pioneer Valley Railroad	Local	27.6
Quincy Bay Railroad	Local	2.0
Massachusetts Central Railroad	Local	28.1

(Source: Central Transportation Planning Staff)

Guilford Transportation Industries

Along the Massachusetts northern tier Guilford Transportation Industries (GTI) agreed to combine service with Norfolk Southern (NS) and Canadian National (CN). The GTI and CN service agreement connects the Port of Halifax in Nova Scotia with the Ayer and Devens terminals. Single stack container service can be accommodated. The GTI and NS service agreement connects the Ayer and Devens terminals with the NS rail network throughout the eastern and Midwestern regions of the United States. This service is restricted to "short" double stack container trains (one 9'6'' + one 8'6'' container) or tri-level auto carriers, as well as boxcars and NS triple crown service (short haul of trailers).

CSX

Along the Massachusetts southern tier, CSX operates its Boston and Albany main line that connects to the CSX rail network at Selkirk, New York, with intermodal terminals in Springfield, Palmer, Worcester, and Boston. "Short" double stack container trains (one 9'6'' + one 8'6'' container) and tri-level auto carriers can operate between Selkirk, New York and Framingham, Massachusetts. Single stack container trains operate between Framingham and Allston, Massachusetts. Boxcars operate along the entire length of the rail line. The long term plan for this line is the upgrade of the line to "full" double stack clearances (two stacked 9'6'' containers). "Short" double stack service between the Port of New York and New Jersey and Worcester operates competitively against feeder vessel service from New York to the Port of Boston (see Seaport Network). The CSX line connection to the national network provides competitive service to the rest of the United States, thus operates competitively against the GTI - NS service stated above.

Providence and Worcester Railroad

The major rail provider in the center of the state is the Providence and Worcester Railroad (P&W), which connects Rhode Island and Connecticut to the CSX system in Worcester or the GTI system in Gardner, Massachusetts. P&W has the potential to provide competitive north-south connections from the proposed Quonset Point port, in Rhode Island, which is a planned deep water port. A third rail must be built in Rhode Island in order for this connection to be feasible.

New England Central Railroad – Massachusetts Central Railroad

Between the Connecticut River and the P&W railroad, New England Central Railroad (NECR) operates its main line from eastern Connecticut to northern Vermont. This railroad connects to the CN Railroad, Canadian Pacific Railroad, CSX and NS, providing direct access to the Canadian market. The Massachusetts freight community can

directly access these major railroads via the Palmer Terminal in Massachusetts. The Massachusetts Central Railroad operates the terminal and provides interchange and direct routing between the NECR and CSX lines. Currently, single stack container trains operate along the line, with an expensive upgrade to Vermont bridges required in order to allow for "full" double stack container trains.

Trucking Network

Trucking, a vital and sometimes under-recognized freight mode, underpins the Massachusetts economy. The highest volume goods shipped within Massachusetts by truck are building materials, processed foods, tools, and petroleum products. A significant percentage of these goods are shipped from origin to destination by trucks whether the delivery is local or interstate. In addition, whether freight arrives in Massachusetts or leaves the state by ship, rail, or air, trucks typically provide the final link between freight terminals and manufacturers or vice-versa. For example, drayage carriers perform the truck services between the rail ramps, ports, and the shipping public. Unlike the specialized, dedicated infrastructure used by water, air, or rail modes, the truck mode shares interstate highways, secondary roads, and sometimes local streets, with general vehicular traffic.

Rather than having infrastructure decisions guided by a single port, airport authority, or Surface Transportation Board, as is the case respectively with water, air and rail modes, trucking infrastructure is subject to the decisions of multiple jurisdictions for maintenance, improvement, and regulation of the roadway system. Thus, the future competitiveness of the industry is tied to local priorities and decisions about highway and related infrastructure improvements including truck routes, intersection improvements, and signage. Figure 3-2 shows the extensive network of major roadways providing truck access to these facilities and the rest of the United States; Figures 3-3, 3-4, 3-5, 3-6, and 3-7 show the major rail lines, highways, ports, airports, and intermodal terminals for Springfield, Fitchburg, Worcester, New Bedford, and Boston areas respectively.

Private fleets owned by firms operate the majority of the commercial trucks in the state to support their primary business, for example, manufacturing, wholesale, retail, service, etc. An example of this type of operation is a large retail chain with its own fleet of tractor-semi-trailers delivering goods to the retail outlets from regional distribution warehouses.

In 1993, there were approximately 34,000 commercial vehicles and semi-trailers registered in Massachusetts for private or for-hire use. A 1992 annual report compiled by the Interstate Commerce Commission listed 20 Class I and II (annual revenues above $1 million) for-hire trucking companies based in Massachusetts with operating revenues ranging from $5 million to $27.8 billion.

For-hire carriers also operate many trucks, which can be either truckload (TL) and less-than-truckload (LTL) carriers. Truckload carriers are those firms that pick up a load (usually greater than five tons) and move it directly from origin to destination, typically over a long distance. LTL operators perform regional and localized pickups and deliveries of smaller quantities of freight to terminals where carriers aggregate them for long-haul movements. Once the truckload carrier arrives at the destination terminal, the LTL operator disassembles and delivers the load to the final user.

Seaport Network

The Commonwealth's major seaport is the Port of Boston. In 1991 Boston, Fall River, and Salem, ranked among the top U.S. 150 ports in terms of total tonnage. Figures 3-1 and 3-2 show the major ports handling freight in Massachusetts; Figures 3-3, 3-4, 3-5, 3-6, and 3-7 show the major rail lines, highways, ports, airports, and

intermodal terminals for Springfield, Fitchburg, Worcester, New Bedford, and Boston areas respectively. The principal types of cargo handled by the Commonwealth's ports are:

- Petroleum and other fuels;
- Dry bulk cargo such as cement, scrap metal, gypsum, salt, and stone;
- Containerized cargo including machinery, frozen fish, foot products, retail goods, and electronics;
- Non-fuel liquids such as vegetable oils and chemicals; and
- General cargo including autos, fresh fruit, waste paper, and iron/steel.

In 1996, Massachusetts ports handled 24 million tons of freight. Table 3-2 presents the quantity and types of cargo handled by the leading ports. Petroleum and oil products are the dominant commodity shipped through these ports.

Table 3-2: 1996 Massachusetts Port Freight Shipments

Port	Annual Volume (tons)	Main Commodities
Boston (includes Chelsea Creek, Mystic River and Weymouth/Fore River)	20,104,000	Petroleum, chemicals, Dry bulk, automobiles, containers
Fall River	3,180,000	Coal, petroleum
Salem	1,432,000	Coal, Petroleum, sand and gravel
New Bedford	516,000	Petroleum, fish, sand and gravel
Woods Hole	121,000	Petroleum, sand and gravel
Vineyard Haven	83,000	Petroleum, sand and gravel
Gloucester	74,000	Petroleum, fish
Nantucket	70,000	Petroleum, sand and gravel
Hyannis	Not Reported	Not Reported

(Source: U.S. Army Corps of Engineers)

Two of these ports are undergoing significant changes in characteristics. They are discussed separately below:

PORT OF BOSTON

The commercial Port of Boston is the Commonwealth's major gateway for international shipping, with over 13 shipping lines connecting Boston with the rest of the world. The port moves more than $8 billion worth of goods, employs 9,000, and, at 1.2 million tons/year, is the largest container handler in New England. The port's major trading partners are Northeastern Asia (44% of international trade) and Europe/ Mediterranean (32%), followed by the North Atlantic/ Caribbean (11%), SE Asia (5%), South America (4%), Australia/ New Zealand (1.5%), Africa (1%), India (< 1%), and Mid-east (< 1%).

The port's major public cargo facilities are the Conley Terminal and the Moran Terminal. During 1998, Massport rationalized its port operations and consolidated container activities at Conley and auto operations at Moran. Conley Terminal (South Boston) is a 101-acre multi-berth, deep draft (45') terminal with 50 acres of storage space; it handles approximately 150,000 TEUs per year. Moran Terminal (Charlestown), a bulk and automobile import terminal, has 60 acres of storage space and can handle 150,000 cars per year. Other Massport-owned Port of Boston marine freight facilities include the Massport Marine Terminal, Mystic Pier, Boston Army Base Terminal, and East Boston Pier # 1.

In addition, there are privately owned terminals and cargo facilities that handle oil and petroleum products. These facilities are located primarily along the Mystic River and Chelsea Creek in East Boston, Everett, Chelsea, and Revere.

Trucks provide most of the Port of Boston's landside port access both to the regional highway system and to the Beacon Park Yard operated by CSX, approximately 4 miles away. Moran Terminal has direct rail access to Ayer and Devens via GTI.

PORT OF NEW BEDFORD

The Port of New Bedford is located on the Acushnet River approximately three miles north of Buzzards Bay. The Port includes facilities in both New Bedford on the west side of the river and in Fairhaven on the east side. The main general cargo facility is the 6.5-acre State Pier with approximately 140,000 square feet of enclosed storage space.

A new roll-on/roll-off facility, planned for the Port of New Bedford, would allow loaded trucks to drive directly onto vessels. This facility is anticipated to increase efficiency of freight transport to the Islands by avoiding congested Cape Cod highways. This would enhance safety by allowing fuel trucks from Providence, Rhode Island, to drive shorter distances and avoid traveling through the towns of Hyannis and Woods Hole to access the ferry.

COMPETING SEAPORTS

Ports in and outside of Massachusetts offer Massachusetts shippers competitive choices. In addition to Boston and New Bedford, which offer international connections for specific goods, shippers have four other choices within acceptable trucking distances of 150 miles or less for containers or bulk goods. Figure 3-8 depicts the competitive seaports available to the Massachusetts freight community.

Quonset Point
Quonset Point on Narragansett Bay, if developed as proposed by the state of Rhode Island, would provide deep water berths (45+') with excellent interstate truck access and a dedicated freight rail line (P&W) which would connect directly to Worcester.

Halifax
Halifax, Nova Scotia, has deep water (60') and rail-access (CN) on-pier as well as a double stack connection to Montreal and the U.S. Midwest. It is one sailing day closer to European ports than the Port of Boston. A feeder vessel service operates between Halifax and the Port of Boston, which carried over 7,000 TEUs in 1997. As discussed in the competitive rail section, GTI and CN have agreed to cooperatively operate a single stack container train from Halifax to Ayer, Massachusetts. This new service would directly compete with the Halifax-Boston feeder service. In addition, Halifax connects to the U.S. Midwest by way of the CN "full" double stack network.

Montreal
For many Massachusetts shippers, especially those in the central and western parts of the state, the Port of Montreal on the St. Lawrence Seaway, offers connections to Europe and the U.S. Midwest at a cheaper rate than most U.S. Ports.

Port of New York and New Jersey
The Port of New York and New Jersey is the major U.S. east coast port that offers frequent ship service to worldwide destinations and has competitive rail service from the port to the CSX and NS network for "full" double stack container trains. There is weekly feeder vessel service to the Port of Boston, which carried over 48,000 TEUs in 1997. As discussed in the competitive rail section, CSX offers a "Short" double stack service between the dock at the Port of New York and New Jersey and Worcester, which directly competes with the New York-Boston

weekly feeder vessel service.

Airport Network

In Massachusetts, the majority of air freight is shipped into and out of airports that also handle passenger traffic. Since air freight shipment patterns are similar to the travel patterns of business passengers, and most air cargo is shipped in the cargo holds of passenger planes, the airports with most passenger enplanements also handle the most freight. Therefore, Logan Airport is the busiest air freight facility in Massachusetts and New England. Figures 3-1 and 3-2 show locations of airports in Massachusetts; Figures 3-3, 3-4, 3-5, 3-6, and 3-7 show the major rail lines, highways, ports, airports, and intermodal terminals for Springfield, Fitchburg, Worcester, New Bedford, and Boston areas respectively.

LOGAN AIRPORT

With over 25 million annual passengers in 1997 and over 1,300 aircraft operations per day, Boston's Logan Airport ranks 16th among U.S. airports and 26th among the world's airports in terms of passengers handled. With over 30 passenger and freight airlines offering regular service, it offers direct service to many foreign destinations and serves the largest air cargo tonnage of New England airports. The major parcel carriers, Federal Express, United Parcel Service, DHL Worldwide Express, and Airborne operate air cargo facilities at Logan Airport. Table 3-3 presents information on freight and mail operations at Logan Airport.

Table 3-3: 1998 Logan International Airport Cargo and Mail Activity in Metric Tons (1 metric ton = 2,200 lbs.)

Freight Type	Domestic	International	Total
Mail	75,021	853	75,874
Express/Small Packages	214,594	269	214,863
Other Freight	52,464	98,324	150,788
TOTAL	342,079	99,446	441,525

(Source: Massport Aviation and Planning Unit)

OTHER MASSACHUSETTS AIRPORTS

Three other Massachusetts airports: Worcester, New Bedford, and Nantucket, have significant freight flows. A Worcester Airport Access Study has recently been completed, which has recommended alternatives for the City of Worcester to consider in order to enhance its ability to attract business. An environmental/ engineering study of New Bedford Airport is studying the feasibility of lengthening its 5,000' runway to enable freight service for medium and long-range cargo aircraft such as the B-757. The Nantucket airport serves the residents and businesses on the island.

OTHER COMPETING AIRPORTS

Massachusetts consumers and industries also have good access to other major freight airports outside of the state. In eastern Massachusetts, T.F. Green Airport near Providence, RI, and Manchester Airport are easily accessible. In western Massachusetts, Bradley Field in Hartford, CT, is within an easy drive of the Springfield area.

In addition to the airports listed above, John F. Kennedy (JFK) International Airport in New York City directly competes with Logan for international bound freight. Since JFK is only a few hours away by truck from Massachusetts and has many more flights to international destinations than Logan, air freight forwarders can choose to transport cargo through JFK rather than Logan.

Intermodal Facilities

Different modes and services are often used in combination, i.e., intermodally, in order to achieve the delivery schedules and efficiencies required by users. This includes facilities where freight is transferred from one mode to another (sea to rail, sea to truck, rail to truck, air to truck, etc.). The Commonwealth has over twenty intermodal freight terminals, across the state. Table 3-4 lists the most active intermodal terminals within Massachusetts and identifies the various modes that each terminal can accommodate. Note that this list does not include facilities that serve only one freight mode, for example, the numerous trucking-only terminals. Moreover, manufacturing plants and warehouses under private ownership and operation are not listed. Figure 3-1 shows the major freight rail lines, and Figure 3-2 show the major trucking routes, both include the terminals identified in Table 3-4; Figures 3-3, 3-4, 3-5, 3-6, and 3-7 show the major rail lines, highways, ports, airports, and intermodal terminals for Springfield, Fitchburg, Worcester, New Bedford, and Boston areas respectively.

THE TRANSPORTATION ECONOMIC CONNECTION

This section discusses the connection between freight industry needs and transportation economics. The first subsection discusses the global marketplace, with an example of a Massachusetts retailer and its global network. The next subsection discusses the concept of lowest cost. This drives many of the transportation decisions made by the freight industry. The third subsection explains the dynamics of the worldwide freight transportation network; one day three railroads serve the eastern seaboard, the next only two. The fourth subsection covers the competition between the East Coast ports and how the Massachusetts freight industry might benefit or lose. The final subsection discusses the importance of the local transportation system to different types of businesses or manufacturers using the network.

Global Marketplace

The global marketplace consists of manufacturers, storage facilities, retailers, and the transportation network connecting them all. The global transportation system provides a link between the manufactures and the storage facilities, and the storage facilities and retailers. Depending on the locations, trucks, railroads, shipping lines, and airlines provide the link. Shipping lines connect six continents through various shipping lanes. The Panama and Suez Canals have provided new lanes of access to the North American market. North American Railroads connect most of the major ports to the U.S. Trucking lines also connect North American ports to the U.S. Finally, airlines provide a quick means of transporting goods to the U.S. for time sensitive cargo. The following example illustrates how a local Massachusetts retailer utilizes the global market place.

Table 3-4: **Intermodal Freight Facilities**

Facility	Location	Modes Accommodated
Massport Conley Terminal	South Boston	Water/Truck
Massport Moran Terminal	Charlestown	Water/Rail/Truck
New Bedford/Fairhaven Harbor	New Bedford	Water/Rail/Truck

Fall River Harbor	Fall River	Water/Rail/Truck
Salem Harbor	Salem	Water/Rail/Truck
Chelsea Creek	East Boston	Water/Rail/Truck
Weymouth Fore River	Weymouth	Water/Rail/Truck
Worcester Regional Airport	Worcester	Air/Truck
New Bedford Municipal Airport	New Bedford	Air/Truck
Barnstable Municipal Airport	Hyannis	Air/Truck
Nantucket Memorial Airport	Nantucket	Air/Truck
Logan International Airport	East Boston	Air/Truck
Westover Metropolitan Airport	Chicopee	Air/Truck
Barnes Municipal Airport	Westfield	Air/Truck
Hanscom Field	Bedford	Air/Truck
Martha's Vineyard Airport	Martha's Vineyard	Air/Truck
Ayer Terminal (Guilford, NS)	Ayer	Rail/Truck
Devens Terminal (Guilford, NS)	Ayer	Rail/Truck
Wiser Avenue (P&W)	Worcester	Rail/Truck
Southbridge Street (P&W)	Worcester	Rail/Truck
Franklin TVT Terminal (CSX)	Worcester	Rail/Truck
Beacon Park (CSX)	Allston	Rail/Truck
Westborough Auto Terminal (CSX)	Westborough	Rail/Truck
Palmer Terminal (Massachusetts Central)	Palmer	Rail/Truck
Springfield Terminal (CSX)	West Springfield	Rail/Truck

(Source: Central Transportation Planning Staff)

A national retailer headquartered in Pittsfield requires freight import services that link factories across the world, particularly in Asia, with a continent-wide distribution system of warehouses and retail stores. This retailer seeks the most efficient and reliable import route. A first option includes shipping the goods from Asia to a West Coast port (Los Angeles, San Francisco, or Seattle), transferring the goods to a railroad for transport to Worcester or Palmer Intermodal yards, and finally trucking the goods to the warehouse in Pittsfield. A second option includes shipping the goods from Asia to an east coast port (Port of New York/New Jersey, Boston, Montreal, Halifax, or, should it be developed, Quonset Point), then transferring the goods to either a railroad for transport to Worcester or Palmer Intermodal yards, then trucking the goods to Pittsfield or directly transporting the goods by trucking line from the port of entry. For export of goods from the distribution center in Pittsfield to local New England retail locations, the retailer can utilize a trucking line. For export of goods to other areas of the U.S. that are in need of supplies, the retailer uses Logan, Bradley, or JFK International Airports for air shipment. So long as there is more than one transportation choice, this retailer finds Massachusetts a competitive location.

Lowest Cost

The global marketplace establishes the worldwide transportation system. Assigning freight to various modes along the worldwide network generally falls to the party paying the transportation charges. These include shippers, consignees, Non-Vessel Operating Common Carriers (NVOCC), or others assigned the task of routing freight. They constantly search for the lowest cost method of transporting goods to the marketplace. However, quality of service, speed, value of the cargo, and the reliability of the carrier are important considerations. Price is not always

the primary consideration, although it is a significant factor in the decision matrix.

Dynamic Network

The intermodal network continues to change, with mergers between railroads, trucking lines, airlines, and shipping lines. The Massachusetts freight community benefits from these changes with access to new markets. Recently, CSX and NS purchased Conrail and reduced the number of Class I railroads in the eastern U.S. from three to two. On the other hand, CSX and NS can now provide competitive service to Massachusetts, where before only Conrail provided direct connections to the Midwest. In addition to rail mergers, shipping lines continually merge or form alliances to enhance services and manage costs.

East Coast Port Competition

Two major issues affect competition among East Coast ports. First, the Canadian ports have an advantage over the U.S. ports and second, the selection of an east coast mega hub port. Three factors give the Canadian ports an advantage over U.S. ports. First, the Canadian government directly subsidizes the ports; second, they have very low harbor taxes; third, vessels using the U.S. ports must pay a harbor maintenance tax on import cargo. These three factors, combined with the double stack rail network in Canada, enable the Ports of Halifax and Montreal to capture business from U.S. East Coast ports.

The selection of an East Coast mega hub port is important because some shipping lines plan to provide service, via 6000 TEU megaships, to the mega hub port only, then feeder service will be provided to the remaining ports. The selection of a mega hub port will be determined by many factors, some of which include berth depths, double stack rail connections, and highway connections.

An example of an aggressive port preparing for the future is the Port of Boston. The Massachusetts Port Authority (MassPort), operator of the port, competes against Halifax, Montreal, and New York. Some of the strategies MassPort has planned include completing the dredging of the harbor, benefiting from the I-90 extension to Logan with access to I-90 less than one mile from the port, optimizing its terminals so that all containers arrive at Conley Terminal, and offering a tax credit to shippers to offset the Federal Harbor Maintenance Tax.

The Massachusetts freight industry will benefit from the port competition as long as shipping costs remain competitive and options remain open. If a new port opens in Rhode Island at Quonset Point, shippers will have yet another choice for moving their goods. If the railroads can provide double stack clearances to nearby Beacon Park Rail Terminal in Allston, shippers will benefit, since more vessels could potentially call on Boston. Because local and New England markets produce and consume large amounts of goods, Boston is a primary attraction for containerized cargo. Double stack service via Beacon Park would add an additional competitive advantage to the Port of Boston: the ability to serve the Midwest by rail. This is particularly beneficial to importers of Far East cargo who use vessels on a Far East to U.S. routing via the Suez Canal, and would also benefit existing carriers calling Boston. Volumes of containers transiting the Port of Boston would increase substantially, adding additional revenue flows to Massport. This would create additional jobs and increased revenues for many elements of the transportation industry in the Boston area.

Connection between the Transportation Network and Types of Businesses

Transportation choices affect segments of the Massachusetts economy in different ways. On a day-to-day basis, the concerns of worldwide businesses are quite different from those of locally based businesses. The most

fundamental difference is that the former are concerned with shipments to and from national and increasingly global markets while the latter are concerned with local physical infrastructure.

A worldwide manufacturer with international and regional markets might see the Massachusetts transportation infrastructure as good enough not to require regular attention and that transportation projects and policies should be coordinated on a New England regional basis. Transportation decisions by individual states might produce smaller benefits for these businesses, since they probably concern themselves with global competitiveness.

Local freight service providers such as short haul truckers, railroads, seaports, and airports might see the condition of transportation infrastructure and the efficiency of regulatory procedures as paramount for maintaining their competitiveness. In addition to the physical infrastructure required for rail, truck, marine, and air freight transport, intangibles such as policy, regulations, and the availability of information, might affect the competitiveness of Massachusetts freight transport and the state economy.

An example of a business interested in local physical infrastructure is a manufacturer in Pittsfield, which transports its products to a substantial portion of the region, such as Boston, New York, Vermont, Maine, and New Hampshire. Its competitiveness depends on the availability of truck routes and permitting procedures for heavy and oversized loads.

FREIGHT NETWORK IMPROVEMENT PROCESS

This section describes the planning process for improving the transportation network. These improvements can benefit the freight community, if their needs are voiced and addressed.

Transportation Planning Process

In Massachusetts, regional organizations play an important role in the development and implementation of transportation plans and programs. All cities and towns are represented by one of thirteen comprehensive Regional Planning Agencies (RPAs). Local elected officials, or their designees, from member communities serve on a commission that oversees the policies, programs, and operations of the RPA. In general, the RPAs provide regional coordination services regarding a variety of comprehensive planning issues such as transportation, land use, zoning, housing, and the environment, and provide technical assistance to member communities.

Massachusetts also has fifteen Regional Transit Authorities (RTAs) that provide public transportation services in their designated service areas. In general, Massachusetts RTAs are independent public authorities. Local elected officials, or their designees, from each of the communities in the RTA service area serve on a Board that oversees the RTA's policies, programs, and operations. In general, the RTAs are precluded by their enabling legislation (Massachusetts General Code Section 161B) from directly operating any transportation services; instead, they contract with private providers for all fixed route, demand responsive, and paratransit services. (Among the RTAs, only the Greenfield-Montague Transportation Area, serving parts of Franklin County, operates its own services.)

The RPAs and RTAs play an important role in the development and implementation of transportation policies, plans, and programs through their membership in the Commonwealth's Metropolitan Planning Organizations (MPOs). The MPOs are charged with conducting the continuing, cooperative, and comprehensive metropolitan transportation process, as defined in ISTEA, i.e., the development of regional transportation plans and programs.

Massachusetts MPOs are comprised (at a minimum) of four agencies: EOTC, the Commonwealth's lead transportation policy agency (and MPO Chair); the RPA, representing regional and local interests; Massachusetts

Highway Department (MassHighway), the primary highway transportation provider; and the RTA, the regional public transportation provider.

Massachusetts MPO's

- Berkshire County
- Boston
- Cape Cod
- Central Massachusetts
- Merrimack Valley
- Montachusett
- Northern Middlesex
- Old Colony
- Pioneer Valley
- Southeastern Massachusetts

The other three planning regions — Franklin County, Martha's Vineyard, and Nantucket — do not meet the formal requirements for establishment of MPOs: they do not contain an urbanized area with a population of over 50,000. In these regions the RPA performs MPO-like functions, by mutual agreement and in cooperation with the RTA and the state transportation agencies. (Because the non-MPO planning regions generally conform to MPO requirements, subsequent references to "MPO agencies" may be thought of as a reference to EOTC, MassHighway, RPA ,and RTA in the non-MPO planning regions.)

IMPLEMENTATION OF THE TRANSPORTATION PLANNING PROCESS

The following sections describe the ongoing transportation planning activities that are performed by these organizations in order to meet planning requirements.

Transportation Planning Work Programs

Each Massachusetts planning region annually prepares a Unified Planning Work Program (UPWP) that defines the transportation planning activities that will be conducted by the MPO agencies and other public entities in the region. The UPWP identifies and describes all regional transportation planning activities to be undertaken within the planning region during the ensuing year. The UPWPs cover different 12-month periods in each region, although most approximately coincide with the federal fiscal year (November 1 to October 31).

Even though the UPWP is the product of the combined efforts of the MPO agencies (with input from regional communities), the RPA typically is assigned responsibility for coordinating input to the UPWP, preparing the UPWP document, and coordinating the review process.

Transportation Plans

In November 1997, all 13 Massachusetts planning regions adopted Regional Transportation Plans (RTPs). These regional plans were developed by the RPAs in coordination with the other MPO agencies, with substantial public input. Each regional plan summarizes regional transportation goals and objectives, describes the regional transportation system and existing conditions, identifies current and potential problems and salient issues, evaluates alternative courses of action, and recommends short- and long-term strategies and actions.

Transportation Improvement Programs

Every year, each region must prepare a Transportation Improvement Program (TIP), a staged three-year program of capital improvements to the regional transportation system. The TIP must be consistent with the RTP, financially constrained by year, and must include an annual element of projects to be completed in the first year of the TIP.

Development of regional TIPs is a cooperative effort that involves the MPO agencies, regional communities, the regional transportation advisory group (TAG), and the general public. The process must consider regional and

MPO-agency policy, federal regulations, state and local needs, environmental policy, land use and economic development issues, and other related issues. Typically, the TIP development process is managed by the RPA, in cooperation with the MPO agencies.

Public Participation
Although they have fostered extensive public participation for many years, the RPAs, in response to ISTEA, have enhanced their efforts to provide proactive and inclusive participation in the MPO process. Each RPA, as part of the MPO, has recently adopted and published a public participation plan that summarizes the activities that the RPA and MPO agencies will utilize to ensure adequate involvement in the development of transportation policies, plans, and programs. These public participation plans provide for timely public information, access to key decisions, and outreach efforts to those traditionally underserved by the existing transportation system.

The RPAs utilize a variety of strategies to foster public involvement on transportation decision-making. All of the regions have TAGs whose members include elected and appointed officials. The TAGs serve in an advisory capacity to the MPOs and perform the following functions:

- Review and approve federally-mandated documents including the UPWP, TIP, and the Regional Transportation Plan.
- Conduct regularly scheduled meetings open to the public to discuss timely regional transportation issues.
- Sponsor periodic presentations from either the MPO members or state transportation officials.
- Provide information and status reports on specific planning efforts of the MPO.

The regions also implement project-specific Corridor Advisory Committees, as needed, as well as issue-specific advisory committees. A variety of mechanisms, such as newsletters, press releases, and brochures, are utilized by RPAs to inform the public of transportation planning activities and to solicit participation. Highly innovative strategies, such as the use of cable television and Computer Aided Real-time Translation, are also being explored to provide increased access and levels of participation.

The State transportation agencies utilize the regional public participation processes to the maximum extent in order to provide information and to solicit public involvement in the development of statewide policies, plans, and programs. In addition, State agencies also employ strategies that target particular constituencies and interest groups to ensure their input to planning efforts.

1995 FREIGHT FLOW DATA

As part of this study, Reebie Associates, Inc., was commissioned to develop statewide freight transportation statistics. This data was provided for two Business Economic Areas (BEAs) commonly used for national analysis of the Massachusetts economy. These areas are: the Western region centered on Springfield, and, the Eastern region centered on Boston; the division occurs roughly east of Worcester. Louis Berger and Associates (LBA) analyzed the data by 4-digit Standard Industrial Classification Code and further broke down the data by mode and origin-destination as categorized in Table 3-5:

Table 3-5: **Trading regions used to categorize freight by Origin/Destination/Transportation Mode for Eastern and Western Massachusetts ***

Origin/Destination	States included in Region
Mid-Atlantic	NY, NJ, PA, MD, DE
Midwest	OH, IN, MI, IL, WI, IA, MO
New England	ME, NH, VT, CT, RI

Other	Rest of US, Overseas

(Source Reebie Associates, 1997)

* Volumes are provided in tons (2,000 lbs.) for rail car loads, intermodal containers, Truckload, Less than Truckload, Private Truck, Airborne cargo and water-borne cargo

LBA prepared separate summary tables for Eastern and Western Massachusetts BEAs for the year 1995 (actual volumes). One set of figures was prepared for inbound freight, i.e., imports, and one set for outbound freight, i.e., exports. Table 3-6 summarizes this information; Appendix C contains graphical depictions showing the 1995 freight flows by mode. Data is presented as tons (2,000 lbs.) of freight. The data reflects such practices as use of vessels to transport containers and petroleum products from the Mid-Atlantic states to Massachusetts, and use of truck and rail modes to transship containers from the Port of New York to Massachusetts. The following general observations were made on the basis of this data:

- Trucking accounted for nearly 50 percent or more of inbound freight flows to, and outbound flows from, Massachusetts and other regions within the continental U.S. For three geographic groupings (New England, the Mid-Atlantic states, and the rest of the U.S. (excluding the Midwest)) outbound freight flows from Massachusetts relied to a larger extent on truck mode than did inbound flows.

- For freight flows between the Midwest and Massachusetts, rail and truck modes carried nearly equal proportions of freight.

- Water transport carried a significant volume of freight from the Mid-Atlantic states.

- Air transport, measured in tons, played a very small role in Massachusetts freight flows.

On the basis of recent changes in the industry, most of the participants, who represented many segments of the Massachusetts freight industry, believe that the percentage of intermodal movements will increase in the future. Both CSX and NS have stated that their operating goals include greater use of intermodal with smaller loads and for shorter distances than their predecessor lines.

Table 3-6: Reebie and Associates 1995 Freight Flow Data

INBOUND 1995

ORIGIN REGION	DESTIN-ATION		RAILCAR CARLOAD	INTER-MODAL	TRUCK LOAD	LTL	PRIVATE TRUCK	AIR	WATER	TOTAL
MID-ATLANTIC	BOSTON	TOTALS>>	759,880	19,616	2,291,747	368,971	1,472,122	6,591	9,140,848	14,059,775
MIDWEST	BOSTON	TOTALS>>	1,570,739	1,245,061	2,143,149	443,080	297,075	27,661	-	5,726,765
NEW ENGLAND	BOSTON	TOTALS>>	371,182	-	634,379	256,561	2,845,054	279	319,195	4,426,650
OTHER	BOSTON	TOTALS>>	1,661,543	130,141	4,826,230	546,223	745,266	33,032	2,473,067	10,415,502
TOTAL / AVERAGE		BOSTON	4,363,344	1,394,818	9,895,505	1,614,835	5,359,517	67,563	11,933,110	34,628,692
										-
										-
MID-ATLANTIC	SPRINGFIELD	TOTALS>>	431,860	600	328,833	51,902	222,568	887	-	1,036,650
MIDWEST	SPRINGFIELD	TOTALS>>	182,746	229,169	431,672	61,992	61,177	1,506	-	968,262
NEW ENGLAND	SPRINGFIELD	TOTALS>>	72,989	-	108,190	34,006	451,144	-	-	666,329
OTHER	SPRINGFIELD	TOTALS>>	798,499	62,673	756,438	80,356	145,954	940	-	1,844,860
TOTAL / AVERAGE		SPRINGFIELD	1,486,094	292,442	1,625,133	228,256	880,843	3,333	-	4,516,101
										-
										-
TOTAL SPRINGFIELD AND BOSTON			**5,849,438**	**1,687,260**	**11,520,638**	**1,843,091**	**6,240,360**	**70,896**	**11,933,110**	**39,144,793**

ORIGIN REGION	DESTIN-ATION		RAIL CARLOAD	INTER-MODAL	TRUCK LOAD	LTL	PRIVATE TRUCK	TOTAL TRUCKING	AIR	WATER	% OF TOTAL MASS.
MID-ATLANTIC	BOSTON	TOTALS>>	5.40%	0.14%	16.30%	2.62%	10.47%	29.39%	0.05%	65.01%	**35.92%**
MIDWEST	BOSTON	TOTALS>>	27.43%	21.74%	37.42%	7.74%	5.19%	50.35%	0.48%	0.00%	**14.63%**
NEW ENGLAND	BOSTON	TOTALS>>	8.39%	0.00%	14.33%	5.80%	64.27%	84.40%	0.01%	7.21%	**11.31%**
OTHER	BOSTON	TOTALS>>	15.95%	1.25%	46.34%	5.24%	7.16%	58.74%	0.32%	23.74%	**26.61%**
TOTAL / AVERAGE		BOSTON	12.60%	4.03%	28.58%	4.66%	15.48%	48.72%	0.20%	34.46%	**88.46%**
MID-ATLANTIC	SPRINGFIELD	TOTALS>>	41.66%	0.06%	31.72%	5.01%	21.47%	58.20%	0.09%	0.00%	**2.65%**
MIDWEST	SPRINGFIELD	TOTALS>>	18.87%	23.67%	44.58%	6.40%	6.32%	57.30%	0.16%	0.00%	**2.47%**
NEW ENGLAND	SPRINGFIELD	TOTALS>>	10.95%	0.00%	16.24%	5.10%	67.71%	89.05%	0.00%	0.00%	**1.70%**
OTHER	SPRINGFIELD	TOTALS>>	43.28%	3.40%	41.00%	4.36%	7.91%	53.27%	0.05%	0.00%	**4.71%**
TOTAL / AVERAGE		SPRINGFIELD	32.91%	6.48%	35.99%	5.05%	19.50%	60.54%	0.07%	0.00%	**11.54%**
TOTAL SPRINGFIELD AND BOSTON			**14.94%**	**4.31%**	**29.43%**	**4.71%**	**15.94%**	**50.08%**	**0.18%**	**30.48%**	**100.00%**

OUTBOUND 1995

ORIGIN REGION	DESTIN-ATION		RAILCAR CARLOAD	INTER-MODAL	TRUCK LOAD	LTL	PRIVATE TRUCK	AIR	WATER	TOTAL
BOSTON	MID-ATLANTIC	TOTALS>>	85,026	168,612	1,795,480	206,012	542,255	7,402	275,373	3,080,160
BOSTON	MIDWEST	TOTALS>>	105,950	820,563	698,780	251,718	170,742	10,651	-	2,058,404
BOSTON	NEW ENGLAND	TOTALS>>	129,612	-	2,324,709	105,712	5,135,942	929	482,835	8,179,739
BOSTON	OTHER	TOTALS>>	87,590	200,792	979,477	395,946	318,223	24,488	-	2,006,516
TOTAL / AVERAGE		BOSTON	323,152	1,021,355	4,002,966	753,376	5,624,907	36,068	482,835	12,244,659
SPRINGFIELD	MID-ATLANTIC	TOTALS>>	76,926	1,640	384,788	38,687	453,290	-	-	955,331
SPRINGFIELD	MIDWEST	TOTALS>>	107,807	81,681	90,483	44,331	28,077	-	-	352,379
SPRINGFIELD	NEW ENGLAND	TOTALS>>	-	-	310,935	15,365	545,055	-	-	871,355
SPRINGFIELD	OTHER	TOTALS>>	20,518	31,130	141,748	65,469	55,671	-	-	314,536
TOTAL / AVERAGE		SPRINGFIELD	20,518	31,130	452,683	80,834	600,726	-	-	1,185,891
TOTAL BOSTON AND SPRINGFIELD			**613,429**	**1,304,418**	**6,726,400**	**1,123,240**	**7,249,255**	**43,470**	**758,208**	**17,818,420**

ORIGIN REGION	DESTIN-ATION		RAIL CARLOAD	INTER-MODAL	TRUCK LOAD	LTL	PRIVATE TRUCK	TOTAL TRUCKING	AIR	WATER	% OF TOTAL MASS.
BOSTON	MID-ATLANTIC	TOTALS>>	2.76%	5.47%	58.29%	6.69%	17.60%	82.58%	0.24%	8.94%	**17.29%**
BOSTON	MIDWEST	TOTALS>>	5.15%	39.86%	33.95%	12.23%	8.29%	54.47%	0.52%	0.00%	**11.55%**
BOSTON	NEW ENGLAND	TOTALS>>	1.58%	0.00%	28.42%	1.29%	62.79%	92.50%	0.01%	5.90%	**45.91%**
BOSTON	OTHER	TOTALS>>	4.37%	10.01%	48.81%	19.73%	15.86%	84.41%	1.22%	0.00%	**11.26%**
TOTAL / AVERAGE		BOSTON	2.64%	8.34%	32.69%	6.15%	45.94%	84.78%	0.29%	3.94%	**68.72%**
SPRINGFIELD	MID-ATLANTIC	TOTALS>>	8.05%	0.17%	40.28%	4.05%	47.45%	91.78%	0.00%	0.00%	**5.36%**
SPRINGFIELD	MIDWEST	TOTALS>>	30.59%	23.18%	25.68%	12.58%	7.97%	46.23%	0.00%	0.00%	**1.98%**
SPRINGFIELD	NEW ENGLAND	TOTALS>>	0.00%	0.00%	35.68%	1.76%	62.55%	100.00%	0.00%	0.00%	**4.89%**
SPRINGFIELD	OTHER	TOTALS>>	6.52%	9.90%	45.07%	20.81%	17.70%	83.58%	0.00%	0.00%	**1.77%**
TOTAL / AVERAGE		SPRINGFIELD	1.73%	2.63%	38.17%	6.82%	50.66%	95.64%	0.00%	0.00%	**6.66%**
TOTAL BOSTON AND SPRINGFIELD			**3.44%**	**7.32%**	**37.75%**	**6.30%**	**40.68%**	**84.74%**	**0.24%**	**4.26%**	**100.00%**

INTRA-STATE 1995

ORIGIN REGION	DESTIN-ATION		RAILCAR CARLOAD	INTER-MODAL	TRUCK LOAD	LTL	PRIVATE TRUCK	AIR	WATER	TOTAL
BOSTON	BOSTON	TOTALS>>	142,684	440	7,864,078	317,427	20,258,834	1,824	1,873,821	30,459,108
BOSTON	SPRINGFIELD	TOTALS>>	-	-	1,068,753	46,704	3,779,777	30	-	4,895,264
SPRINGFIELD	BOSTON	TOTALS>>	19,404	-	491,627	61,398	1,744,760	-	-	2,317,189
SPRINGFIELD	SPRINGFIELD	TOTALS>>	77,576	-	74,240	9,048	277,635	-	-	438,499
TOTAL / AVERAGE			**239,664**	**440**	**9,498,698**	**434,577**	**26,061,006**	**1,854**	**1,873,821**	**38,110,060**

ORIGIN REGION	DESTIN-ATION		RAIL CARLOAD	INTER-MODAL	TRUCK LOAD	LTL	PRIVATE TRUCK	TOTAL TRUCKING	AIR	WATER	% OF TOTAL MASS.
BOSTON	BOSTON	TOTALS>>	0.47%	0.00%	25.82%	1.04%	66.51%	93.37%	0.01%	6.15%	**79.92%**
BOSTON	SPRINGFIELD	TOTALS>>	0.00%	0.00%	21.83%	0.95%	77.21%	100.00%	0.00%	0.00%	**12.85%**
SPRINGFIELD	BOSTON	TOTALS>>	0.84%	0.00%	21.22%	2.65%	75.30%	99.16%	0.00%	0.00%	**6.08%**
SPRINGFIELD	SPRINGFIELD	TOTALS>>	17.69%	0.00%	16.93%	2.06%	63.31%	82.31%	0.00%	0.00%	**1.15%**
TOTAL / AVERAGE			**0.63%**	**0.00%**	**24.92%**	**1.14%**	**68.38%**	**94.45%**	**0.00%**	**4.92%**	**100.00%**

Figure 3-1: Major Freight Railroad Facilities

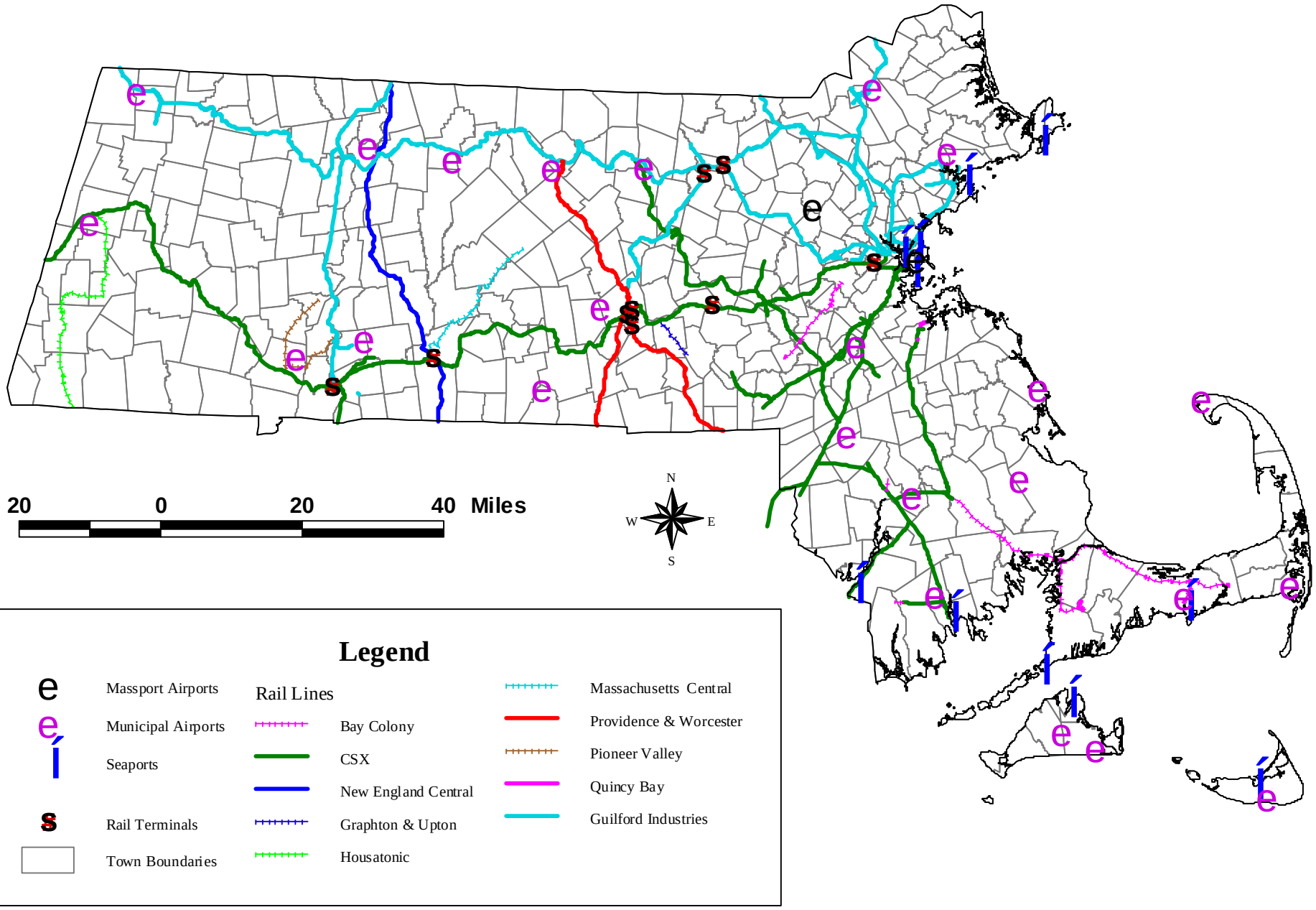


Figure 3-2: Major Trucking Facilities

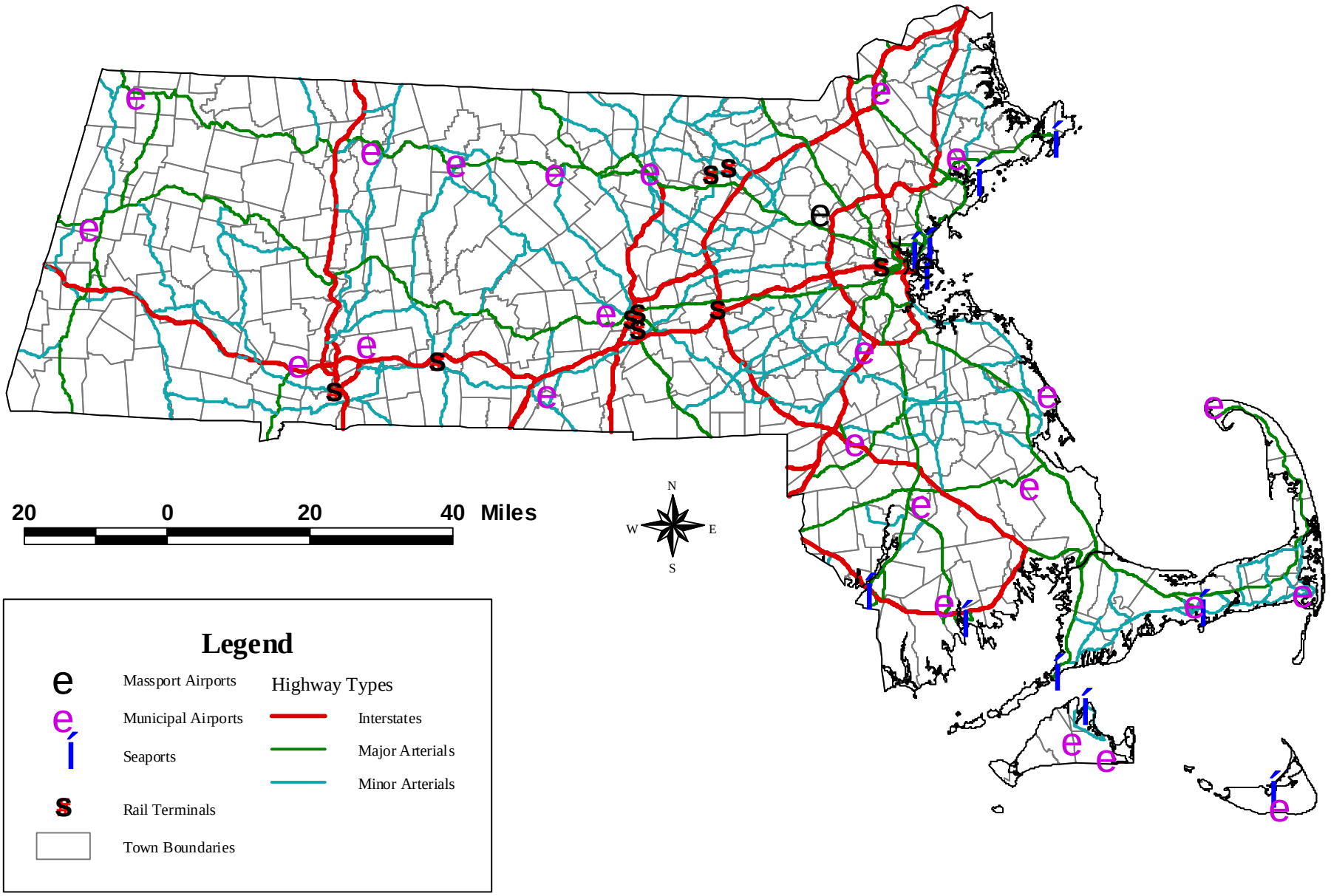


Figure 3-3: Freight Network in Springfield Metro Region

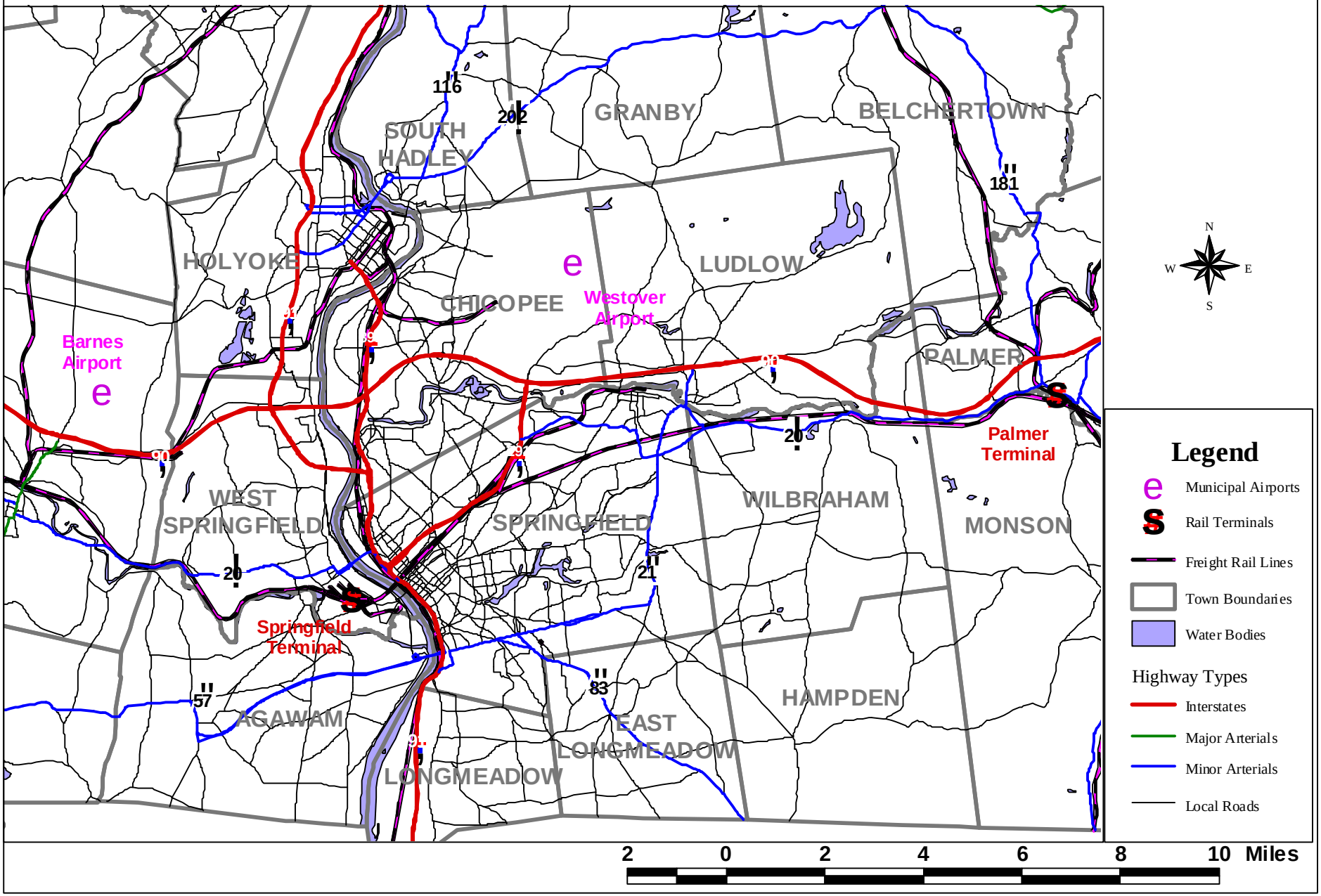


Figure 3-4: Freight Network in Fitchburg Metro Region

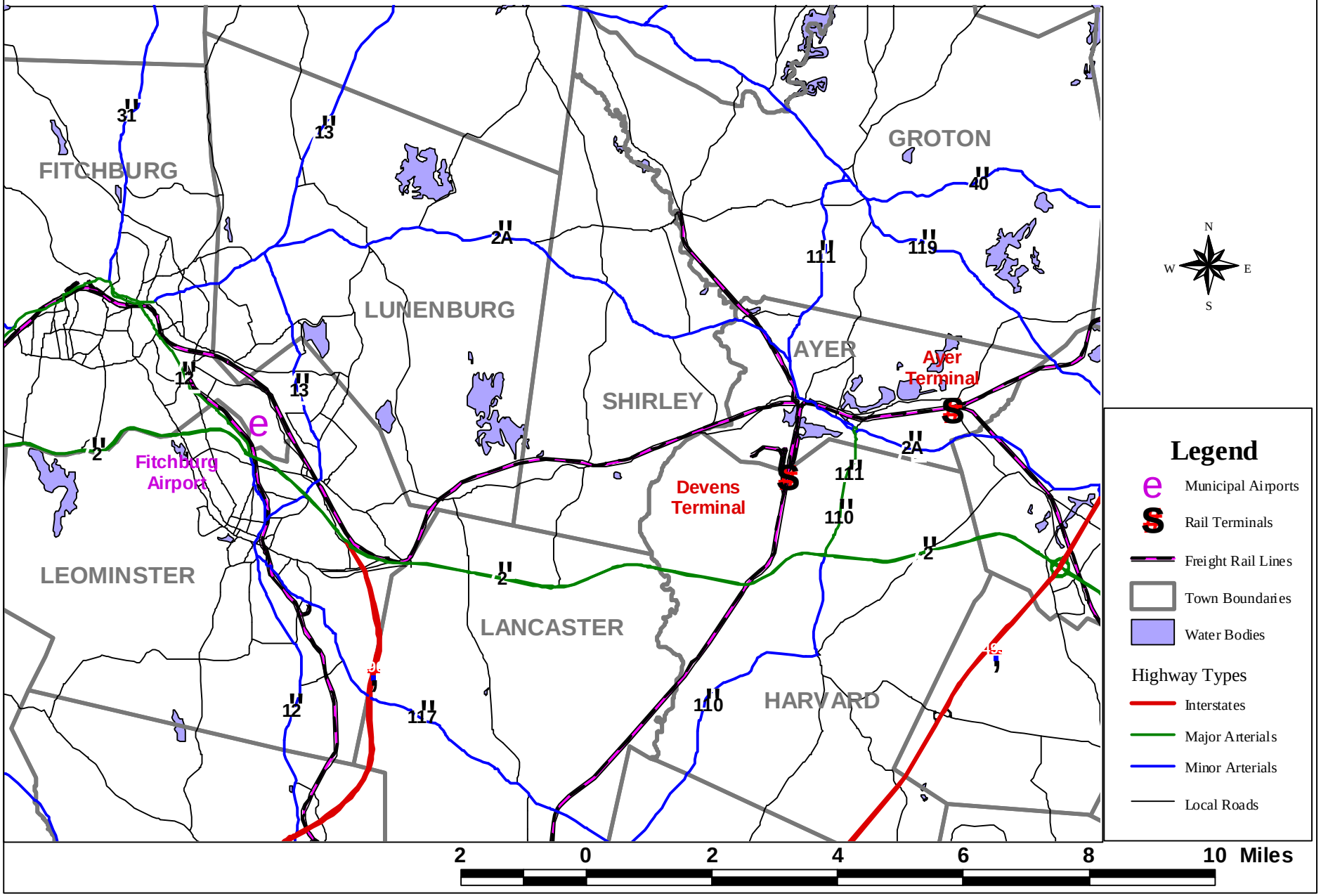


Figure 3-5: Freight Network in Worcester Metro Region

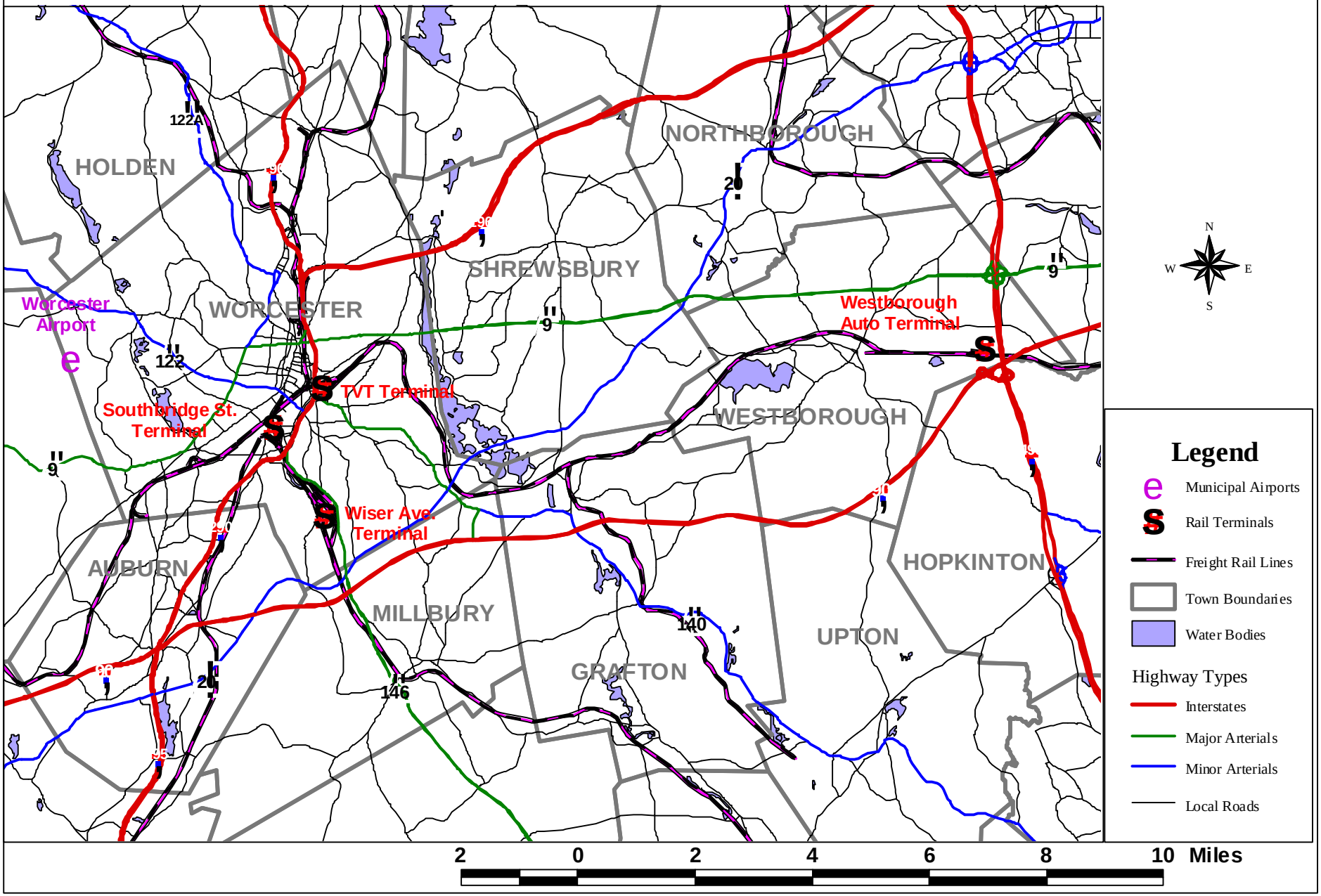


Figure 3-6: Freight Network in New Bedford Metro Region

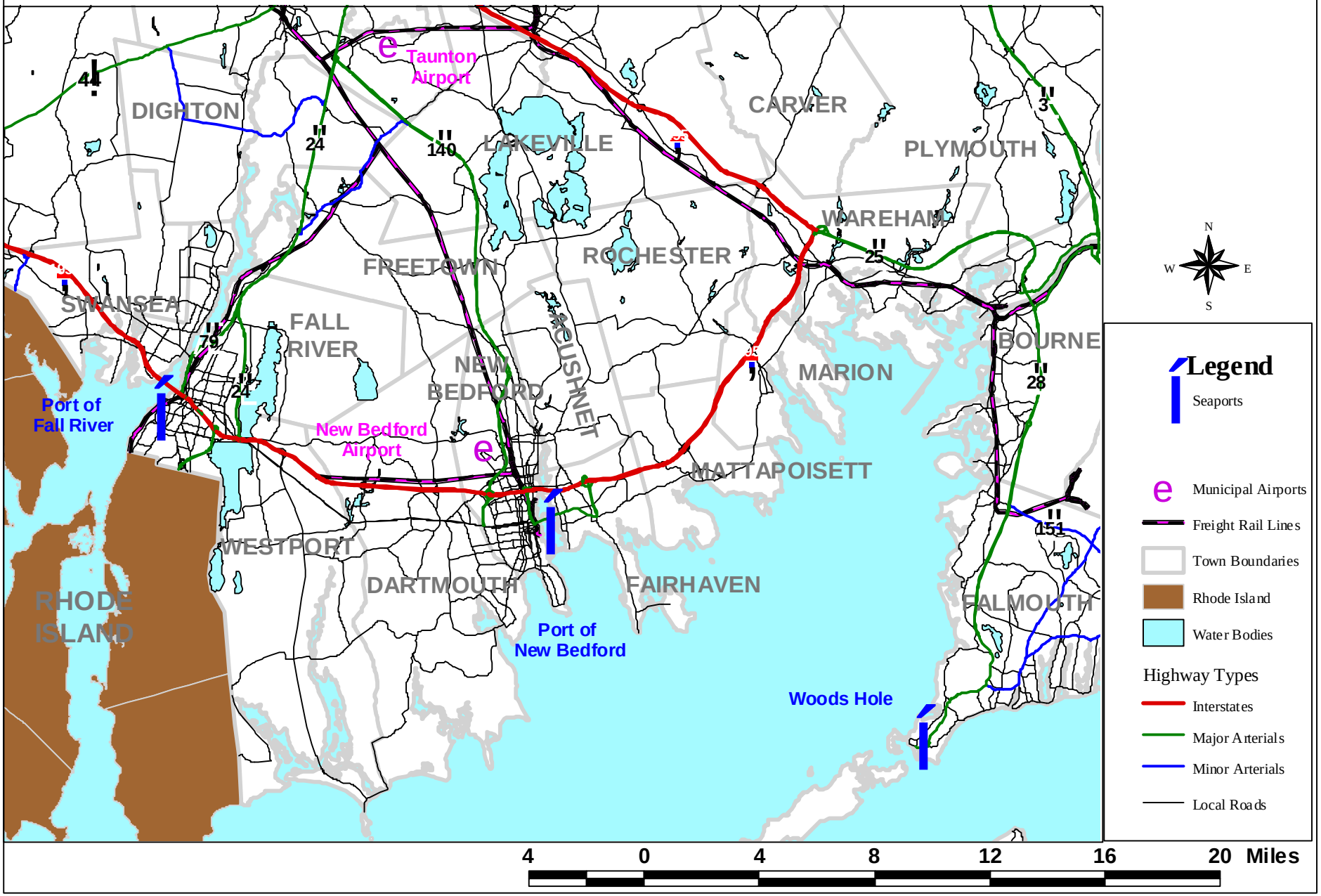


Figure 3-7: Freight Network in Boston Metro Region

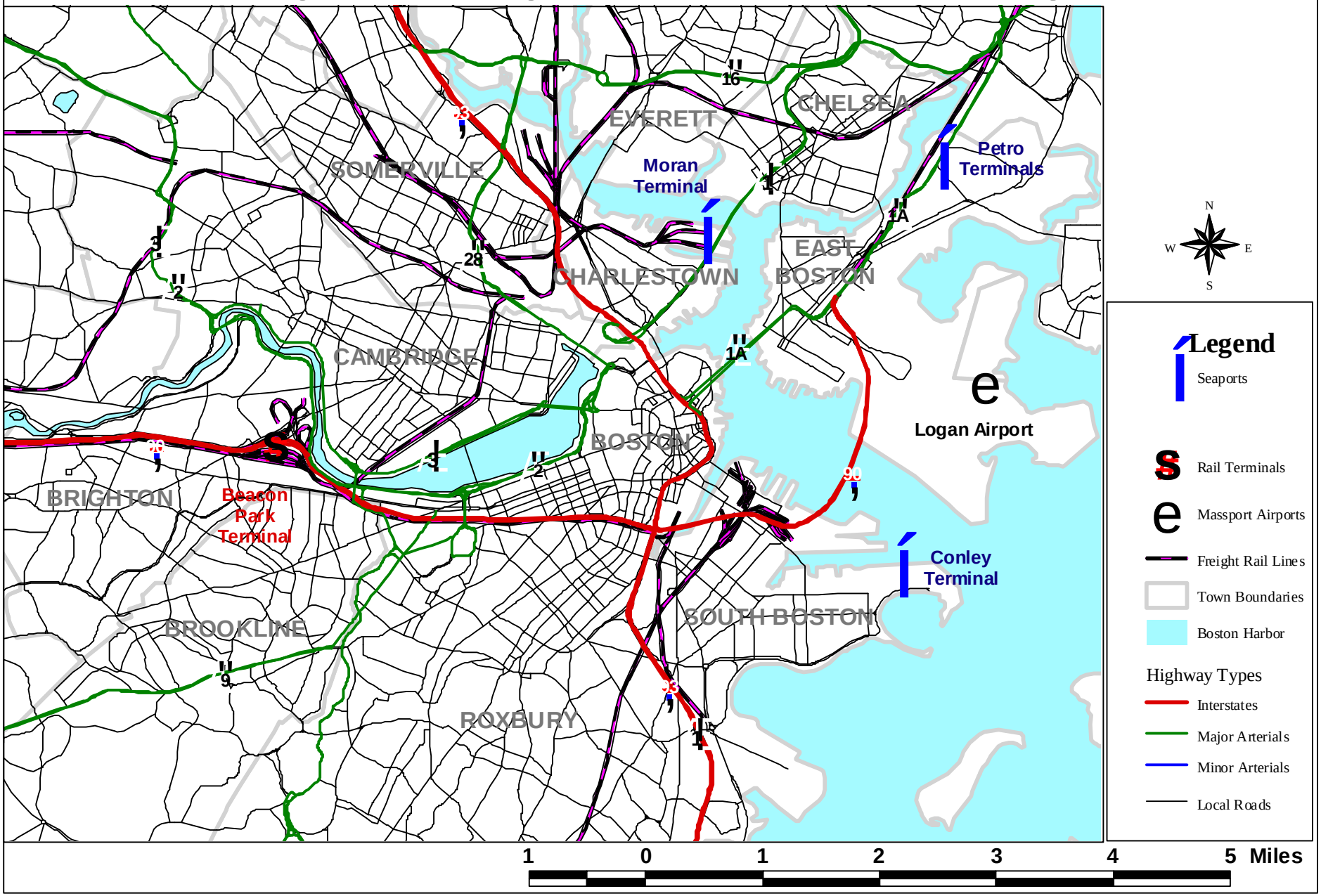
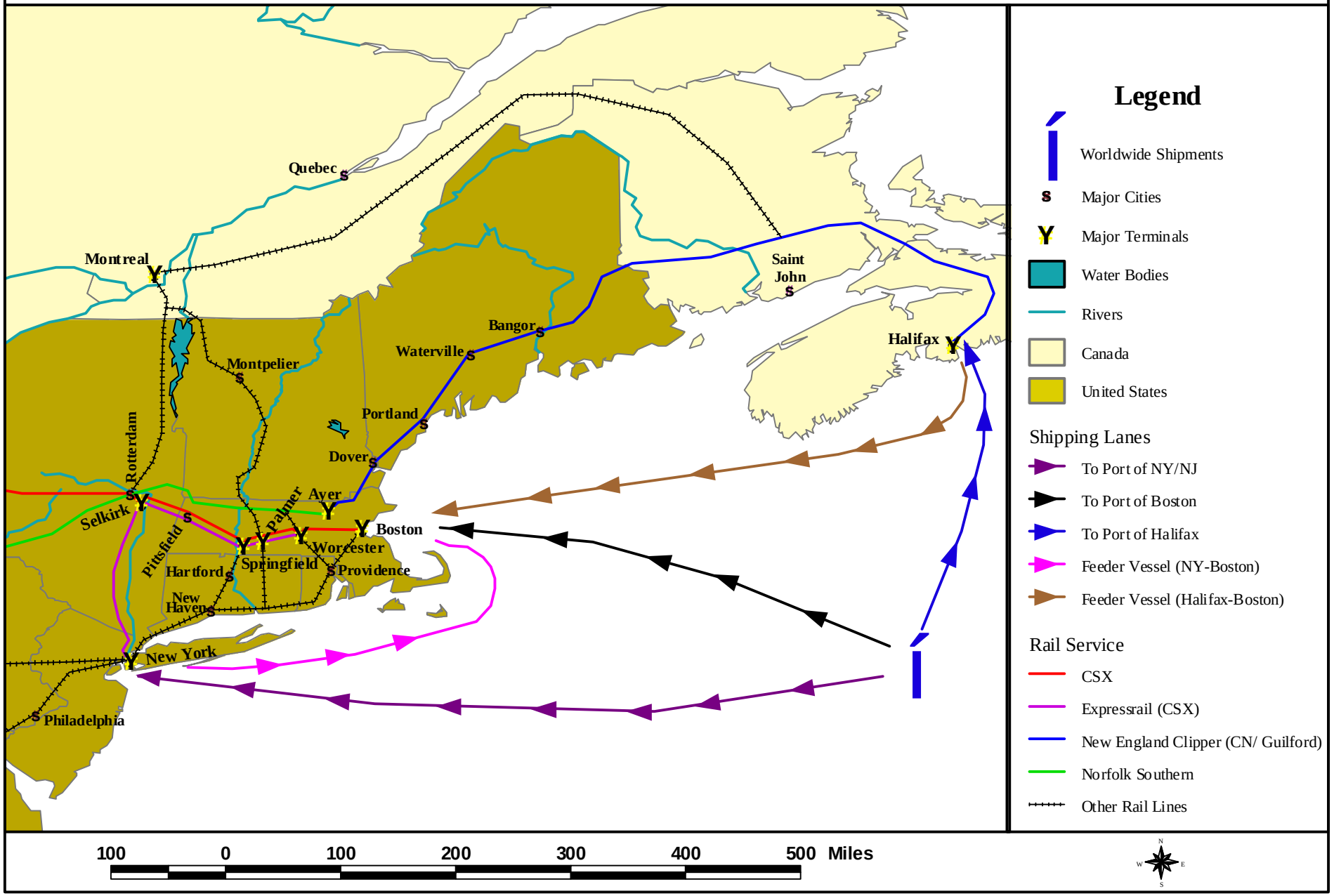


Figure 3-8: Competitive Freight Access to Massachusetts



CHAPTER 4: ISSUES IDENTIFIED THROUGH OUTREACH EFFORT

INTRODUCTION

This chapter summarizes the issues discussed during the focus group meetings and interviews. It should be noted that these issues reflect the opinions and comments of the freight industry and various regional agencies within Massachusetts; they are not state recommendations. In order to place the issues into a logical listing, the creation of categories aided in the grouping of issues.

ISSUE CATEGORIES

The comments and discussion offered by freight industry representatives fit into five major categories.

Access Plans and Projects
Maintaining existing access and constructing improved facilities such as: double stack rail clearance; the Central Artery/ Ted Williams Tunnel project, highway interchange ramp safety improvements, locating major truck stops, and railroad bridge improvements.

Regulatory Actions
Enhancing the predictability and rationality of freight movements in Massachusetts and New England such as: achieving consistent regulations for shipping hazardous material, clarification of overweight permitting procedures, and coordination of regulatory interpretation on the Massachusetts Turnpike (MassPike) and MassHighway roadways where possible.

Policy Coordination and Change
Coordinating policies at the state level (i.e. EOTC or MPO) such as: single clearing house for resolving inconsistencies in regulation and enforcement, reduction or elimination of diesel fuel taxes to increase revenue from fuel sales to railroads and truckers, reconsideration of policies such as the inventory tax which leads industries to relocate out-of-state, and representation of freight industry interests on MPOs.

Information Projects
Providing specific information to freight industry such as: signage for intermodal terminals, truck driver information manual for the state, and distribution of transportation statistics through RPAs.

Other Issues
Responding to economic trends in Massachusetts, New England, the United States, and the world such as: the role of the Port of Boston, preservation of truck routes, and land use issues encouraging industrial development.

STATEWIDE ISSUES

The following issues, listed alphabetically and grouped by category, are statewide in nature. They are not directed at any one agency and may reflect one person's opinion.

Access Plans and Projects

Complete Ongoing Highway Projects: Most participants agreed that the completion of ongoing highway projects

such as the Central Artery/ Ted Williams Tunnel project in Boston and the Route 146 improvements are of statewide importance because they affect the Commonwealth's access to national and international freight distribution centers.

Double Stack Rail Clearance: The double stack rail clearance refers to a project where bridge clearances are increased to 20'8''so that full "double cube" containers (two stacked 9'6" containers) can fit under all bridges along the line. All focus group participants mentioned this project during discussions.

Currently, the bridge clearance along the CSX rail line between Selkirk, New York and Framingham, Massachusetts can handle partial double stack clearances (one 9'6" container + one 8'6" container). The bridge clearance between Framingham and Boston can only handle single stack containers (one 8'6'' container OR one 9'6'' container).

Along the B&M line the Hoosac Tunnel has been bored to increase clearance to 19'3'' to handle automobile carriers and will accommodate a non-standard arrangement of one 8'6" container plus one 9'6" container. However, full double cube will not fit through the tunnel unless it is bored for the additional 1.5 foot clearance.

Full Service Truck stops: Throughout the outreach effort, numerous participants stated the need for more full-service truck stops that provide safe parking places and driver services. Since federal regulations require that drivers limit consecutive hours behind the wheel and take eight-hour breaks, participants agreed that these rest stops would provide a benefit to the drivers. It was suggested that site locations could be selected according to the allowable driving time from major freight origins such as the Port of New York & New Jersey.

Railroad Bridge Upgrades: Bridges are currently rated for 268,000 pounds; the emerging national standard is 286,000 lbs. Massachusetts' short line railroads are facing a difficult transition upgrading their bridges to the increased railcar weight rating that is being implemented on a nationwide basis. Several rail participants commented that not being able to make these changes in a timely manner may restrict their ability to participate in national line hauls.

Truck Rollovers at Highway Interchanges: Trucking participants agreed that across the state, multiple highway interchanges and exit ramps have inadequate super-elevation, radius, or length for safe truck maneuvers. Poor geometry increases the incidence of truck roll-over accidents, particularly by drivers who are not familiar with a particular ramp. Several participants indicated that unsafe truck conditions affect highway safety and accident-related delays for all highway users.

Regulatory Actions

Certifying Truck Weight at Terminals: Truck industry participants concur that certification of truck weights at terminals would be more efficient than the present system of certifying weights at highway weighing stations.

Consistency between Federal, State, and Local Regulations relative to the Transport of Hazardous Materials: The MassPike maintains and operates the harbor tunnel facilities between Logan Airport and downtown Boston (Sumner, Callahan, and Ted Williams Tunnels) and prohibits the transport of hazardous materials (HAZMAT) through these tunnels in accordance with provisions of 730 CMR 7.05 and 7.10. The MassPike regulations define HAZMAT by referring to the term "hazardous material" as defined in 49 CFR parts 171-173 and 177 (1997).

Shippers and carriers noted that since the MassPike tunnels are located in Boston, the MassPike is required to comply with the Boston Fire Department's prohibition of HAZMATs in tunnels. Inconsistencies between this Boston Fire Department prohibition and the Federal Aviation Administration (FAA) definition of HAZMAT causes problems when a product arrives by airplane, but is prohibited from being transported through a tunnel facility.

The example used by the focus group attendees is that the FAA allows the transportation of nail polish remover and similar chemicals on package express airplanes, but trucks carrying this commodity are not permitted through the Ted Williams Tunnel in Boston, since chemicals fall within the definition of HAZMAT found in the MassPike regulations.

MassPike Tolls: A number of focus group participants felt that tolls should be further reduced on the MassPike. Some attendees felt that the level of tolls reduced competitiveness. Other attendees felt that the toll rates encouraged some truck drivers to use local roads through town centers and residential neighborhoods rather than remaining on the MassPike.

Overweight Permits: When an overweight container enters Massachusetts, it must be broken down to reduce the gross load to 80,000 lbs. According to several focus group participants, this process of breaking down containers loses the efficiencies of shipping a full container and could potentially increase shipper costs and the cost of doing business in the state.

Many participants in the outreach session asked for clarification of the MassHighway and MassPike regulations regarding the issuance, or non-issuance, of overweight container permits, since this causes problems in shipping oversized and overweight containers. Currently, MassHighway issues overweight permits for statutorily specific cargo, particularly fuel and construction materials. In November of 1998, MassHighway also approved a Temporary Directive that grants special overweight permits for non-reducible international intermodal container loads. This is an important directive that addresses some of the needs of Massachusetts industries which benefit from the transport of overweight freight in sealed containers. The shippers of frozen fish are already using this directive to facilitate landside movement of overweight containers moving through the Port of Boston to fish packaging plants in Gloucester. Appendix D contains the Temporary MassHighway Directive.

Regulatory Zones between Terminals: Some participants suggested that an alternative approach to changing statewide regulations might be to create a regulatory zone or corridor between main and satellite freight terminals. If these industrial corridors were established, special permits for overweight or hazardous materials would not be necessary for truck operations.

Truck Chassis Regulations: Participants commented that truck owners, not the operators, should be subject to enforcement of truck chassis regulations. According to some participants, many of the truck chassis stored at intermodal yards have not been properly maintained and operators receive the fines rather than the owners of the chassis.

Truck Length and Tandem Trailer Regulation: A participant reported that Massachusetts has the most restrictive regulations for 53' trailers within New England, and suggested that Massachusetts coordinate its regulations with those of Connecticut which purportedly has the next most restrictive regulations. Tandem trailer lengths are also regulated differently among the New England states. It was suggested that if two states could agree on consistent regulations, other New England states could potentially implement uniform regulations.

Truck travel in the Left Lane of Multi-Lane Highways: One participant suggested that trucks be allowed to operate in left lanes along Interstates. This would allow the trucks to travel undisturbed by traffic entering at interchanges. For this reason, the participant suggested that regulations be modified to permit trucks to travel in the left lane on multi-lane highways. Other attendees felt that this would create a safety hazard.

Policy Coordination

Administrative Coordination: Many focus group participants identified the need for policy coordination between agencies and for freight industry input in policy decisions. This includes policy coordination between the rail carriers and the MBTA for trackage rights, trucking groups, MassHighway and MassPike for truck regulations.

Consistency of Enforcement: Participants from the trucking industry pointed out that the implementation of regulations on public highways and the MassPike are not consistent. Industry participants share the concern that this creates a problem for interstate truckers who are not familiar with Massachusetts regulations.

Consistency of Regulations: Although there are inherent differences between the roadway and tunnel facilities under the jurisdiction of MassHighway and those facilities under the jurisdiction of the MassPike, the MassPike has promulgated regulations governing the use of its facilities that are as consistent as possible with those promulgated by MassHighway. In addition, since the MassPike connects with the New York State Thruway and certain facilities owned by MassPort, the MassPike has endeavored to make its regulations as consistent as possible with those of the New York State Thruway Authority and MassPort.

Freight Use of MBTA Trackage: Participants from the railroad industry and a number of eastern Massachusetts RPAs agree that better coordination with the MBTA is needed to ensure that commuter rail trackage is made available for competitive freight use.

Input on Truck Exclusion Route Decisions: Focus group participants perceive that local municipalities often recommend truck exclusion routes to MassHighway without consulting trucking industry representatives. The detours imposed by such actions can sometimes lead to increases in the cost of trucking, resulting in less competitive rates.

Regular Contact between Freight Industry and Public Agencies: Representatives of all modes agree on the need for the freight industry to have regular representation in the Metropolitan Planning Organizations (MPOs) and Regional Planning Agencies (RPAs). On the flip side, focus group attendees agree that public sector representation on freight groups would also benefit the freight community.

Single-Point-of-Contact Assistance for Freight Industry: Participants identified the need for single-point-of-contact for the state transportation agencies and regulators. A number of suggestions for achieving this were made, the most common of which was creation of a freight industry ombudsman within the administration.

Policy Change

Diesel Fuel Taxes: According to trucking focus group participants, truckers generally avoid fueling in Massachusetts, since the Connecticut and New Hampshire taxes are lower. The diesel fuel taxes are shown below in Table 4-1. Most participants agree that lowering diesel fuel taxes to match Connecticut and New Hampshire would increase fuel sales in Massachusetts as has occurred in Connecticut and reduce costs for the trucking and rail industries.

Table 4-1: Diesel Fuel Tax Comparison

State	CT	NH	ME	MA	VT	RI	NY
Diesel Fuel Tax (cents/gallon)	18	18	20	21	26	28	29.15

Inventory Taxes: Focus group participants from western Massachusetts suggested that a reduction in the state inventory tax might help to keep industries from relocating. An example given by participants was Staples, which relocated its distribution center to Enfield Connecticut to avoid paying the Massachusetts inventory tax.

Information Projects

Improved Signs: Focus group participants noted that providing highway signs to intermodal terminals would increase the efficiency and safety of truck movements, especially out of state drivers unfamiliar with Massachusetts. They also noted how effective this low-cost project was in competitive port areas such as Baltimore.

Truckers' Guide: Focus group participants throughout the state suggested that a Truckers' State Guide be made available with information on rest stops, regulations, routes, intermodal terminal access, and other information.

Other Concerns

NIMBY -- Local Zoning and Industrial Development: Railroad participants noted that communities tend to prefer commercial land use over industrial land uses. This "Not In My Back Yard" (NIMBY) syndrome is believed to discourage industrial investment. Railroad participants continued by remarking that the difficulties of developing industrial land are a special problem for railroads whose transportation assets cannot be relocated.

Port of Boston vs. Ports of New York/New Jersey and Montreal: Freight forwarder participants stated that they tend to direct containers to the Ports of New York & New Jersey and Montreal, instead of the Port of Boston, because New York and Montreal have more scheduled container ship sailing's, New York has better customs cut-off times, and Montreal has lower costs. Recently, The Massachusetts Port Authority moved all container activity to Conley Terminal through port optimization and in doing so, increased the number of scheduled sailings as well.

Overall, participants predict that for many reasons, the port of Boston is and will continue to be a niche port. They also agree that New York/New Jersey will continue to get the major share of shipping no matter what improvements are made in Boston with respect to regulations or intermodal connections.

REGIONAL ISSUES WESTERN MASSACHUSETTS (PITTSFIELD, SPRINGFIELD, GREENFIELD)

Access Plans and Projects

Housatonic Line Upgrade: One participant suggested funding the upgrade of the Housatonic Rail line for both improved freight use and tourism use. Another participant thought the line upgrade would benefit Connecticut more than Massachusetts

I-91 Half Interchanges: Participants at the western Massachusetts focus groups mentioned that numerous exits along I-91 are half-interchanges with Route 5/Route 10. RPA participants added that these half interchanges cause trucks to detour through residential and business areas, adding to roadway congestion, and increasing transportation costs.

MassPike Access Westbound from West Stockbridge: Trucking group participants agree that access to the MassPike westbound from West Stockbridge could enable trucks to better access a popular truck stop located in West Stockbridge, and that the added connection could provide truckers with an alternative route from Pittsfield to

New York State.

Palmer Intermodal Terminal Connector: A few participants identified the need for a better connection between the Palmer Intermodal Terminal and the MassPike. It was felt that a new connector would lower the truck traffic through downtown Palmer and access the western industrial zones of Palmer as well.

Pittsfield-MassPike Connection feasibility Study: A feasibility study is underway to examine alternative connections between Pittsfield and the MassPike. Western Massachusetts focus group participants indicated that if an improved connection were built, trucks coming from New York State could follow the MassPike to the new connection rather than exiting the New York State Thruway in New York and traveling along local roads to Pittsfield.

Route 2 Safety Concerns: Western Massachusetts participants identified a number of curves that need to be straightened to improve highway safety. They also recommend a ban on truck traffic on Route 2, west of Route 7, since it is a narrow and windy road into New York State.

Policy Coordination

Calvin Coolidge Bridge Construction Detours: One participant asked to be included in the construction phasing discussion of the Calvin Coolidge Bridge reconstruction in Hadley. This Connecticut River crossing links Amherst to Northampton and I-91 via Route 9.

REGIONAL ISSUES CENTRAL MASSACHUSETTS (WORCESTER, FITCHBURG)

Access Plans and Projects

Ayer Intermodal Terminal Access: One participant wondered if the existing two-lane road serving the terminal would be adequate if the terminal has an increase in container or automobile activity. See chapter three for the discussion of the Ayer Terminal.

Bridge Clearances for Trucks in Worcester: At present, certain designated truck access routes to Worcester lack full 14'0" clearances at all bridges. A railroad representative identified the need to increase the bridge clearances along truck routes from I-290 to the Worcester Southbridge P&W Terminal.

Full Service Truck Stop: Although a major truck stop already exists in Shrewsbury on Route 20, there is general agreement among trucking participants that a major, full service truck stop with capacity to serve 300-400 trucks would benefit truckers. A few trucking participants suggested a site near the I-495/ MassPike interchange.

New Intermodal Terminal: Trucking participants identified the junction of I-495 and I-90 in Westborough, as a potential site for a major intermodal terminal or expansion of the existing Westborough Auto terminal, which is already located there. Railroad participants expressed concerns regarding a new intermodal terminal because relocating to a new facility would be cost prohibitive, not to mention the problem of constructing new trackage to connect to such a facility.

Worcester Regional Airport Access: Worcester based focus group participants identified the need for better access to the area airport as well as an improved instrument landing system to enable freight planes to land during fog conditions. MassHighway recently completed a study of this issue titled, Worcester Regional Airport Access Study.

REGIONAL ISSUES SOUTHEASTERN MASSACHUSETTS (BROCKTON, FALL RIVER, NEW BEDFORD, HYANNIS, ISLANDS)

Access Plans and Projects

Air Freight at New Bedford Airport: Southeastern participants discussed the planned runway expansion at New Bedford Airport and resulting increase in freight capacity. According to one participant, the Airport is in a Foreign Trade Zone with highway access adequate to handle increased freight. Another attendee believed upgrading the New Bedford airport is the most important transportation issue in the region because of the positive impact it would have on local businesses. Currently, the Massachusetts Aeronautics Commission is conducting a study.

Freight Use of MBTA Rail: There was discussion by some participants of expanding the freight use of the New Bedford rail line. Since this rail line is under construction by the MBTA for future use by commuter rail, participants inquired about continued use of the trackage by freight carriers.

Although, the MBTA recently upgraded the Old Colony rail line for new commuter rail service, a few railroad participants mentioned that the line is available for freight users. However, the electric switches and automatic train controls installed by the MBTA during the upgrade require more costly turnout charges for shippers.

Full Service Truck Stop Development: Trucker and RPA participants noted the need for a major truck stop in southeastern Massachusetts between Route I-95 (Providence) and Route 24 (Fall River). Participants stated that the closer to I-93 or I-195, the more viable a truck stop location would become, because travel time from the New York/New Jersey area approaches the 8 hour federal limit for truck drivers and an eastbound site allows truckers to stop for eight hours as required. Workshop participants identified Seekonk or Swansea as possible truck stop locations, or the sparsely developed area on the Swansea/ Rehoboth line. Other participants suggested the Route 24/ I-495, Route 24/ Airport Road, I-195/ Route 140, or Route 24/ I-93 interchange areas.

Light Industrial Development: Participants identified the area near the junction of Route 44 and I-495 as ready for light industrial development or warehousing, with 10 million square feet of land available.

Nantucket Freight Pier: Nantucket participants suggested building a new freight pier. The ferry pier provides convenient pedestrian access for day-trippers, but forces trucks to travel through the historic district, which is a particular problem during peak traffic hours. Some participants agree that a separate freight pier at a less congested location would be beneficial in reducing congestion and transportation costs.

Provincetown Freight Pier: An RPA participant suggested that the Provincetown pier be used for freight transport as an alternative route for freight destined for the Cape from Boston. Other workshop participants disagree, citing Provincetown as too remote, with narrow roads through rural communities and questioned the assumption that Cape goods originate in Boston.

Roll-on/Roll-off Ferry Terminal in New Bedford: Southeastern Massachusetts participants mentioned that a new roll on/ roll off ferry terminal in New Bedford could capture a significant volume of Nantucket and Martha's Vineyard freight traffic, thus avoiding Cape Cod. According to participants, Island bound freight traffic is predicted to increase by 40% in the next ten years. An estimated 50% of island-bound traffic could be captured in New Bedford. A new ferry terminal is planned for construction in 1999 to serve cargo.

Truck informational signs: Some participants suggested that better signs guiding trucks to the Hyannis and Woods Hole steamship terminals is needed. It was also suggested that off-Cape signage informing trucks of ferry delays could also be useful so that trucks could avoid downtown Hyannis and Woods Hole while they wait.

Truck Rollovers at Highway Interchanges: Several participants cited numerous interchange ramps along Route 24 that are difficult for trucks to navigate. Frequent truck rollover accident locations identified by trucking participants included the Route 24/ 44 interchange, Route 24/ I-93 interchange, and the Route 24/ Airport Road interchange. One participant also suggested that an HOV lane for buses and trucks be built in the right hand lane at the I-93 and Route 24 interchange to avoid frequent delays.

Other problematic locations mentioned by trucking and RPA participants include the I-195/ Route 140 interchange in New Bedford, primarily for trucks traveling from I-195 westbound to Route 140 northbound and a U-turn on McArthur Boulevard in Bourne, which trucks must use to enter the SEMASS waste transfer site.

Truck Staging Area in New Bedford: New Bedford participants suggested that the development of a truck staging area to serve the freight terminal might be needed. A number of locations were suggested which would reduce roadway congestion and minimize impacts on the MBTA New Bedford rail yards.

Warehousing Districts on Islands: Several focus group participants identified the need for additional warehousing on Martha's Vineyard and Nantucket to store extra supplies. This would reduce the amount of just- in-time delivery required for island businesses and ferry delays caused by bad weather. Participants agreed that on-island warehousing would result in trucks making less frequent trips, reducing truck traffic and transportation costs.

REGIONAL ISSUES NORTHEASTERN MASSACHUSETTS (BOSTON, LOWELL, NEWBURYPORT)

Access Plans and Projects

Central Artery/Ted Williams Tunnel Project: Focus group participants agree that the completion of this project will provide significant reductions in highway congestion and improve north-south connectivity and better access to Logan Airport for freight operators and shippers. Participants also noted that it will provide much speedier and safer drayage from the South Boston piers to Beacon Yards terminal in Allston.

Logan Airport Access: Air freight forwarders and airline cargo participants discussed access to Logan Airport as a major issue since most air cargo companies have moved off airport to surrounding towns and require access to the airport via the regional highway network. They continued by expressing concerns regarding highway connections between the North Shore, Chelsea, South Boston, Charlestown, and East Boston, where clusters of air freight forwarders are located.

Specifically, participants identified the following locations as bottlenecks in the system:

- Truck queuing on Harborside Drive at Logan Airport.
- Route 1A/ Boardman Street in East Boston.
- Route 1A/ 60/ 16, Mahoney Circle in Revere.
- Other connections to Route 1 and I-95 in the North Shore.

In addition, airport cargo participants identified the following issues with regard to the Ted Williams Tunnel:

- Height limits are posted at 13'-6" rather than the 14'-0". Forwarder participants suggested the Tunnel should be posted at 13'-9", to compensate for piles of snow on truck tops that trigger the height alarm at the tunnel entrances.
- Trailer lengths of 48' are allowed in the tunnel, but not two trailers that total 48'.
- Future traffic bottlenecks resulting from opening the Ted Williams Tunnel for general traffic.

Trucking Access to South Boston Industrial Areas: Trucking representatives identified the maintenance of exclusive truck routes connecting South Boston with I-93 as vital for a working waterfront, with access to the

Boston Industrial Park provided by Massport Haul Road and access from I-93 to South Boston provided by the South Boston Haul Road. Industry representatives are concerned that commercial development of the Boston Seaport District may generate pressure to open these roadways to general traffic.

Truck Rollovers at Highway Interchanges: Trucking and RPA participants cited a number of roadway interchanges along Route 3 from Burlington to the New Hampshire state line as having exit ramps which will need modifications in order improve truck movements. One participant cited the interchange of Route 3 and I-495 as needing improvements.

Regulatory Actions

Hazardous Materials (Access though Boston): South Boston air cargo participants noted the inconsistencies with hazardous materials regulations between Federal Aviation Administration laws and Boston Fire Department laws. For example, nail polish remover can be flown into Logan, but not transported through Boston tunnels. Other hazardous materials trucking participants expressed concerns regarding the ability to continue to transport hazardous materials through downtown Boston after the completion of the Central Artery/ Ted Williams Tunnel Project, since these trucks would be prohibited from using the I-93 tunnel or the MassPike from Logan Airport to the Allston tolls. Participants suggested that hazardous materials enforcement in tunnels should be reviewed for reasonableness and consistency.

Other Issues

Real Estate Development in South Boston: Sea-borne freight forwarder participants expressed concerns as to whether the commercial real estate development of South Boston will force them out of the port area. They are concerned with the diminishing availability of low-cost land and losing convenient access to port facilities.

U.S. Customs Location: The sea-borne and air freight participants expressed concerns regarding access to U.S. Customs to process international freight. Customs participants stated a need to identify locations for future offices. Focus group participants discussed whether MassPort could play a role in helping Customs forecast the demand for future locations.

Customs participants also stated that in the Boston area, the present trend is for air freight forwarders to move off Logan Airport, which has made it more difficult for Customs to anticipate shipper locations and plan for future staff training and deployment. To compound this problem, one Customs participant stated that they are shifting from abbreviated to full inspections. Since this will increase required inspection time, Customs is responding to requests from many shippers to provide extended hours at its off-airport operations. Customs presently provides longer service hours at Logan than for off-airport freight operations, and they have expanded their Conley Terminal hours, since their offices in the Federal building close at 5 p.m.

SUMMARY TABLES

The following tables list all issues discussed within this chapter. Table 4-2 lists statewide issues, alphabetically shown by category. These items reflect issues or projects that are statewide in nature. Tables 4-3, 4-4, 4-5, and 4-6 list the regional issues, alphabetically shown by category. These items reflect issues or projects located within one of the four regions identified in Chapter 2.

It should be noted that the issues listed in the following tables may reflect the views of a single participant or many participants. The tables are merely a restatement of all issues identified during the course of the outreach effort. Chapter Five ranks the level of importance of each issue.

Table 4-2: Statewide Issues Grouped by Category

Category	Issue	Truck	Rail	Port	Air	Inter-modal
Access Plans and Projects	Complete Ongoing Highway Projects	✓		✓	✓	✓
Access Plans and Projects	Double Stack Rail Clearance	✓	✓	✓		✓
Access Plans and Projects	Full Service Truck stops	✓				✓
Access Plans and Projects	Railroad Bridge Upgrades		✓			✓
Access Plans and Projects	Truck Rollovers at Highway Interchanges	✓				
Regulatory Action	Certifying Truck Weights at Terminals	✓	✓	✓		✓
Regulatory Action	Consistency between Federal, State, and Local Regulations relative to the Transport of Hazardous Materials	✓		✓	✓	✓
Regulatory Action	MassPike Tolls	✓		✓		✓
Regulatory Action	Overweight Permits	✓	✓	✓		✓
Regulatory Action	Regulatory Zones between Terminals	✓	✓	✓		✓
Regulatory Action	Truck Chassis Regulations	✓	✓	✓		✓
Regulatory Action	Truck Length and Tandem Trailer Regulation	✓				
Regulatory Action	Truck travel in the Left Lane of Multi-Lane Highways	✓				
Policy Coordination	Administrative Coordination	✓	✓	✓	✓	✓

Policy Coordination	Consistency of Enforcement	✓				✓
Policy Coordination	Consistency of Regulations	✓				✓
Policy Coordination	Freight Use of MBTA Trackage		✓			✓
Policy Coordination	Input on Truck Exclusion Route Decisions	✓				✓
Policy Coordination	Regular Contact between Freight Industry and Public Agencies	✓	✓	✓	✓	✓
Policy Coordination	Single-Point-of-Contact Assistance for Freight Industry	✓		✓		✓
Policy Change	Diesel Fuel Taxes	✓	✓			✓
Policy Change	Inventory Taxes	✓	✓	✓	✓	✓
Information project	Improved signs	✓	✓	✓		✓
Information project	Truckers' Guide	✓				
Other Concerns	NIMBY – Local Zoning and Industrial Development	✓	✓	✓	✓	✓
Other Concerns	Port of Boston vs. Ports of New York/ New Jersey and Montreal	✓	✓	✓		✓

Table 4-3: Western Massachusetts Issues Grouped by Category

Category	Issue	Truck	Rail	Port	Air	Inter-modal
Access Plans and Projects	Housatonic Line Upgrade		✓			
Access Plans and Projects	I-91 Half Interchanges	✓				✓
Access Plans and Projects	MassPike Access Westbound from West Stockbridge	✓				
Access Plans and Projects	Palmer Intermodal Terminal Connector	✓	✓			✓
Access Plans and Projects	Pittsfield-MassPike Connection feasibility Study	✓			✓	

Access Plans and Projects	Route 2 Safety Concerns	✓				
Policy Coordination	Calvin Coolidge Bridge Construction Detours	✓				

Table 4-4: Central Massachusetts Issues Grouped by Category

Category	Issue	Truck	Rail	Port	Air	Inter-modal
Access Plans and Projects	Ayer Intermodal Terminal Access	✓	✓			✓
Access Plans and Projects	Bridge Clearances for Trucks in Worcester	✓	✓			✓
Access Plans and Projects	Full Service Truck Stop	✓				✓
Access Plans and Projects	New Intermodal Terminal	✓	✓			✓
Access Plans and Projects	Worcester Regional Airport Access	✓			✓	

Table 4-5: Southeastern Massachusetts Issues Grouped by Category

Type	Issue	Truck	Rail	Port	Air	Inter modal
Access Plans and Projects	Air Freight at New Bedford Airport	✓			✓	✓
Access Plans and Projects	Freight Use of MBTA Rail		✓			✓
Access Plans and Projects	Full Service Truck Stop Development	✓				✓
Access Plans and Projects	Light Industrial Development	✓	✓			
Access Plans and Projects	Nantucket Freight Pier	✓		✓		✓
Access Plans and Projects	Provincetown Freight Pier	✓		✓		✓
Access Plans and Projects	Roll-on/Roll-off Ferry Terminal in New Bedford	✓	✓	✓		✓
Access Plans and Projects	Truck informational Signs	✓				✓

Access Plans and Projects	Truck Rollovers at Highway Interchanges	✓				✓
Access Plans and Projects	Truck Staging Area in New Bedford	✓		✓		✓
Access Plans and Projects	Warehousing Districts on Islands	✓		✓	✓	✓

Table 4-6: Northeastern Massachusetts Issues Grouped by Category

Category	Issue	Truck	Rail	Port	Air	Inter-modal
Access Plans and Projects	Central Artery/Ted Williams Tunnel Project	✓		✓	✓	✓
Access Plans and Projects	Logan Airport Access	✓			✓	
Access Plans and Projects	Trucking Access to South Boston Industrial Areas	✓		✓	✓	✓
Access Plans and Projects	Truck Rollovers at Highway Interchanges	✓				✓
Regulatory Actions	Hazardous Materials (Access through Boston)	✓		✓	✓	✓
Other Issues	Real Estate Development in South Boston	✓	✓	✓	✓	
Other Issues	U.S. Customs Location	✓		✓	✓	✓

CHAPTER 5: RANKING OF ISSUES BY LEVEL OF IMPORTANCE

INTRODUCTION

This chapter presents the previously identified issues in order of importance, based on the input from the individual interviews, focus groups, regional groups, and Freight Advisory meetings. First, this chapter presents issues expressed by participants as having a high importance; next, is a discussion of issues expressed by participants as having a medium importance; finally, issues of low importance will be discussed.

FREIGHT ISSUES – HIGH IMPORTANCE

Focus group participants from all four modes (rail, truck, air, and sea) indicated that some issues required immediate attention or continued support in order for Massachusetts' freight industries to continue to compete with the rest of the nation. Some of the issues that fell into this category include projects under construction, projects under study, truck enforcement issues, and contact between public and private sectors. Table 5-1 lists issues ranked with high importance, ordered alphabetically by region.

Table 5-1: Issues Ranked with High Importance

Massachusetts Region	Issue
Statewide	Administrative Coordination
Statewide	Complete Ongoing Highway Projects
Statewide	Consistency between Federal, State, and Local Regulations relative to the Transport of Hazardous Materials
Statewide	Consistency of Enforcement
Statewide	Consistency of Regulations
Statewide	Double Stack Rail Clearance
Statewide	Improved Signs
Statewide	Overweight Permits
Statewide	Regular Contact between Freight Industry and Public Agencies
Statewide	Single-Point-of-Contact Assistance for Freight Industry
Western Massachusetts	Pittsfield-MassPike Connection feasibility Study
Central Massachusetts	Worcester Regional Airport Access
Southeastern Massachusetts	Air Freight at New Bedford Airport
Southeastern Massachusetts	Roll-on/Roll-off Ferry Terminal in New Bedford
Southeastern Massachusetts	Truck informational Signs
Northeastern Massachusetts	Central Artery/Ted Williams Tunnel Project
Northeastern Massachusetts	Hazardous Materials (Access through Boston)

Northeastern Massachusetts	Logan Airport Access
Northeastern Massachusetts	Real Estate Development in South Boston
Northeastern Massachusetts	Trucking Access to South Boston Industrial Areas

FREIGHT ISSUES - MEDIUM IMPORTANCE

Some issues identified by focus group participants were important, but did not require immediate attention in order for Massachusetts' freight industries to continue to be competitive with the rest of the nation. Issues falling into this category include statewide policies, various trucking issues, and others. Table 5-2 lists issues ranked with medium importance, ordered alphabetically by region.

Table 5-2: Issues Ranked with Medium Importance

Category	Issue
Statewide	Diesel Fuel Taxes
Statewide	Freight Use of MBTA Trackage
Statewide	Full service truck stops
Statewide	Input on Truck Exclusion Route Decisions
Statewide	Inventory Taxes
Statewide	Railroad Bridge Upgrades
Statewide	Truck Chassis Regulations
Statewide	Truckers' Guide
Statewide	Truck Length and Tandem Trailer Regulation
Statewide	Truck Rollovers at Highway Interchanges
Western Massachusetts	Calvin Coolidge Bridge Construction Detours
Western Massachusetts	I-91 Half Interchanges
Western Massachusetts	MassPike Access Westbound from West Stockbridge
Western Massachusetts	Route 2 Safety Concerns
Central Massachusetts	Ayer Intermodal Terminal Access
Central Massachusetts	Bridge Clearances for Trucks in Worcester
Southeastern Massachusetts	Light Industrial Development
Southeastern Massachusetts	Nantucket Freight Pier
Southeastern Massachusetts	Warehousing Districts on Islands
Northeastern Massachusetts	U.S. Customs Location

FREIGHT ISSUES - LOW IMPORTANCE

The last category identifies issues brought up by focus group participants as having a ranking of low importance. This category included issues identified by individuals and groups as more of a wish list. Issues falling into this category include statewide policies, various trucking issues, and others. Table 5-3 lists issues ranked with low importance, ordered alphabetically by region.

Table 5-3: Issues Ranked with Low Importance

Category	Issue
Statewide	Certifying Truck Weights at Terminals
Statewide	MassPike Tolls
Statewide	NIMBY – Local Zoning and Industrial Development
Statewide	Port of Boston vs. Ports of New York/ New Jersey and Montreal
Statewide	Regulatory Zones between Terminals
Statewide	Truck travel in the Left Lane of Multi-Lane Highways
Western Massachusetts	Housatonic Line Upgrade
Western Massachusetts	Palmer Intermodal Terminal Connector
Central Massachusetts	New Intermodal Terminal
Southeastern Massachusetts	Provincetown Freight Pier
Southeastern Massachusetts	Truck Staging Area in New Bedford

CONCLUSION

This report serves two objectives; first, it presents and ranks issues identified by the freight community which address Massachusetts' freight needs; second, the report serves as an educational document which the freight community, transportation planners, and other interested parties can reference.

The first objective of the report, summarizing the results from an extensive outreach effort with the freight community, brought forth an account of the comments that surfaced during the focus group meetings. The outreach process provided a forum by which all issues could be "put on the table," whether an issue was of universal concern, or the comments of a single participant. Overall, the issues identified by participants were comments which could serve to improve an already functioning transportation system. In fact, with the exception of double stack rail clearances, freight industry participants did not see a missing link in the transportation infrastructure. For the most part comments reflect a concern for refining existing facilities and institutional arrangements, as well as a desire to ensure continued planning to meet the future demands necessary to remain competitive in the global market.

The second objective, to serve as an educational document for those interested in Massachusetts' freight issues, is intended to provide a summary of the current freight structure. The first step toward addressing an issue requires an understanding of the big picture. This report provides an overview of the freight industry and the transportation infrastructure supporting it, as well as specific issues that might improve the efficiency and effectiveness of the Massachusetts freight network. The freight community can gain from this outreach effort by

knowing that these issues have been identified and documented; while transportation planners gain by knowing, from the perspective of the freight industry, where the transportation system needs improvement.

Appendix E contains the list of the participants involved with the outreach process, listed in alphabetical order.

APPENDIX A: MASSACHUSETTS FREIGHT ADVISORY COUNCIL MISSION STATEMENT

Mission Statement

The Freight Advisory Council is an independent body representing all modes open to all private sector freight interests including shippers, carriers, terminal operators, freight forwarders, and other freight concerns who do business in Massachusetts. The Council was formed in cooperation with the Commonwealth of Massachusetts, Executive Office of Transportation and Construction. The members of the Council have come together for one common purpose:

"A forum for discussion to build consensus among private sector freight interests in order to advise the public sector regarding policy and regulation issues as well as infrastructure investments that are needed to improve the safety, efficiency, and growth of the freight industry."

Primary Objectives

The Freight Advisory Council's primary objectives are:

- *To educate each other and a broad spectrum of interested parties about issues which affect freight mobility in Massachusetts and the New England Region.*
- *To advise public agencies in Massachusetts about specific freight concerns, issues, and priorities.*
- *To identify and advocate policies, regulations, and practices which would improve the safety, efficiency, and growth of the freight industry in the Massachusetts economy.*
- *To participate in state and regional transportation planning and investment decision processes.*
- *To encourage all states in the region to work cooperatively to improve freight mobility.*
- *To improve communications between public and private freight interests through the use of common technology and sharing of non-proprietary data.*

The Freight Advisory Council (FAC) has adopted a series of primary objectives to achieve its mission. The objectives are shown below with potential agenda items to be undertaken by the FAC.

Objective 1: To educate each other and a broad spectrum of interested parties about issues which affect freight mobility in Massachusetts and the New England Region

1. Ensure that the FAC meetings are well-publicized and open to all freight concerns who do business in the Commonwealth.
2. Review the Transportation Bond Bill and the State Transportation Improvement Program to become informed about all proposed state or federally funded transportation projects that may affect mobility in Massachusetts.
3. Invite transportation agencies and corporations to discuss their five year capital construction plans with the FAC.

- The discussion could include an explanation of the impacts of the construction programs on shippers and carriers as well as possible alternative routes that may be used while these projects are underway.

- The agencies and corporations could include private railroads as well as public agencies and others who are involved in planning or implementing transportation projects in Massachusetts.

4. Encourage public officials to participate in tours of various port, rail, and terminal operations to better understand the various types of businesses that are affected by decisions made by the state.

Objective 2: *To advise public agencies in Massachusetts about specific freight concerns, issues, and priorities*

1. Create a committee from all transportation modes to help recommend and monitor the plans of the Commonwealth of Massachusetts in developing a strategic outline for the effective and efficient movement of cargo throughout our region, through the optimum use of our varied resources.

2. Review specific major projects to ensure that the concerns of the freight community are addressed in the planning, design, and implementation of the projects.

3. Compile a list of the top transportation issues of concern to the freight industry in Massachusetts.

Objective 3: *To identify and advocate for policies, regulations, and practices which would improve the safety, efficiency, and growth of the freight industry*

1. Promote and assist with the development of a regional goods movement strategy to improve the transportation infrastructure.

2. Promote cooperation among various transportation officials in developing a regional freight movement system with continuous improvement to air, highway, port, and rail facilities and systems to ensure future growth for the region.

3. To advocate for the development and implementation of a superior transportation infrastructure that will create opportunities for new and expanded business for the freight industry.

Objective 4: *To participate in state and regional transportation planning and investment decision processes*

1. Encourage the participation of freight interests in the programming of transportation improvements.

2. Provide a forum for an ongoing and open discussion of ISTEA issues.

3. Provide an open communication link between the public and private sectors regarding transportation issues.

4. Provide a critical evaluation of the policy elements of the statewide plan.

5. Review and comment on the project and policy elements of the regional transportation plans.

6. Review, comment and make recommendations during the development phase of the regional Transportation Improvement Program.

Objective 5: *To encourage all states in the region to work cooperatively to improve freight mobility*

Objective 6: *To improve communication between public and private freight interests through the use of common technology and sharing of non-proprietary data*

1. Encourage all modes of transportation to communicate various wants and needs to establish a smoother flow of freight throughout the region.

2. Support and critically evaluate the development of the ISTEA management systems, particularly the Intermodal Management System.

3. Share knowledge between the public and private sector to improve the transportation infrastructure for development.

APPENDIX B: MEETING MINUTES

Massachusetts Rail Association ***October 7, 1997***

These minutes summarize the major points covered during the focus group meeting held on October 7, 1997 with the Massachusetts Railroad Association in the offices of Pioneer Valley Railroad in Westfield, MA. An agenda and sign-in list are attached. The following people attended:

Richard Currier	Quincy Bay Terminal Company
Maggie Silver and John Levine	Pioneer Valley Railroad
Bernard M Reagan	Bay Colony Railroad
Paul E Crawford	Massachusetts Central Railroad
Eric Moffett	New England Central Railroad
Heidi Eddins	Providence and Worcester Railroad
Tom Maltais	Guilford Transportation Industries
Pat Byrne	CONRAIL
John Hanlon and Edward J Rodriguez	Housatonic Railroad
Susan Houston	Massachusetts Alliance for Economic Development
Robert Williams	MFAC, Chairman
Dennis Coffey and Toye Brown	Executive Office of Transportation and Construction
Ken Miller and Mark Berger	MassHighway - Planning
Adel Foz and Rajesh Salem	Louis Berger and Associates
Toby Knox	TKA

Mr. Coffey, EOTC Director of Railroad Policy and Property Management, introduced the meeting and addressed the goal and purpose of the focus group as being:

- To establish the issues facing the railroad freight community and, through the MFAC, to receive input for setting state transportation policies and project investment priorities.

Mr. Williams, Chairman of the Massachusetts Freight Advisory Council, outlined the format of the focus group meeting and how its input would be used in setting statewide priorities.

Mr. Foz presented the displays showing GIS information available to the state and Reebie Associates data for 1995 and a 2005 forecast.

During the discussion, the audience made the following major points and/or recommendations:

Terminals, Local Access

- Since major investments are already taking place in the Worcester area, the audience would not support further relocating/consolidating terminals.
- They believe spending project money from west to east for physical improvements would benefit the state the most because the rail and highway connections already exist in Central Massachusetts. That is, the area is already functioning as a distribution center for the State and New England.
- There are no simple rules for spending as each railroad's situation is unique, e.g. projects for roadway access.
- It was agreed that the State should follow up separately with each railroad to identify its specific infrastructure improvement projects which needed attention including access improvements, bridge upgrades, grade-crossing upgrades, and coordination with highway projects.
- The Hoosac tunnel is being enlarged to enable 19'6" double stack clearance for two tracks by spring 1998.

State and Federal Regulatory Issues

- Low-cost infrastructure loans such as a for bridge upgrades would be appreciated. Such a program should provide equitable access to loans by all railroads.
- The audience emphasized the importance for short lines of having equal access to CSX and NS mainlines.
- Merger between Conrail and CSX may cause congestion and/or monopoly problems.
- Because of merger smaller railroads will have problems and it will increase traffic congestion
- Railroad freight industry is not addressed in ISTEA or NEXTEA. This should be remedied.
- MFAC should get actively involved with the State to address these concerns in reviewing the STB submissions.

Land use concerns, business environment

- Reebie forecasts shows a decrease in outbound goods movement.
- The audience felt that businesses are turned away because of municipal land use policies which favor commercial rather than industrial development. This tends to favor dependence on trucks, rather than rail, for goods movement
- There is very little involvement by the industry with local MPOs and vice-versa.
- It was felt that consolidating information about the impact and benefits of railroads would help the industry present a stronger advocacy position for land use decisions at the municipal and regional level.
- Present efforts are made to encourage freight issues in MPO. It was agreed that the association should participate more in MPO activities as this is where the State allocates money for addressing local freight and transportation issues.

Competitiveness

- The short lines compete with intermodal terminals and are therefore not inclined to support their further development.
- CT has a program for 70-30 loans to improve access and provide funds for upgrading railroad bridges.
- MA is behind other states in making bridge improvements and in providing funding to assist individual railroads in these kinds of projects. Because of the structure of ISTEA, the Commonwealth's SIB cannot be used for railroad projects.
- Participants were concerned that Amtrak's recent freight shipments may set an anti-competitive precedent which is contrary to its charter.
- The rail lines felt that Amtrak's charge for installing switches was unreasonable.

Data Requirements

- The Class I railroads were reported to rely on the short lines for marketing.
- Aggregated data such as that presented is not very useful for the short lines. The audience felt that econometric data would be most helpful if it could help them identify potential customers in their service areas. The short line marketing departments would then have better source information to contact potential customers.

Issues with Other Regions

- There do not appear to be any pressing issues with other New England states or New York.

The meeting concluded with a review of major points and the competitiveness issue with Amtrak mentioned above.

Massachusetts Truckers *October 10, 1997*

These minutes summarize the major points covered during the focus group meeting held on October 7, 1997 with representatives of the Massachusetts Trucking industry at the Sheraton-Tara conference center in Framingham, MA. An agenda and sign-in list are attached. The following people attended:

Tom Boyle	T.F. Boyle Transportation
Nick Schulter	Kellaway Transportation
Robert Williams	MFAC, Chairman
Jim Murphy	American Trucking Association Foundation
Dennis Coffey and Astrid Glynn	Executive Office of Transportation and Construction
Ken Miller and Mark Berger	MassHighway - Planning
Adel Foz and Chris Orphanides	Louis Berger and Associates
Toby Knox	TKA

Mr. Coffey, EOTC Director of Railroad Policy and Property Management, introduced the meeting and addressed the history and purpose of the MFAC as a mechanism to give the freight community a strong voice in setting State transportation priorities, something which other constituencies have long enjoyed.

Mr. Williams, Chairman of the Massachusetts Freight Advisory Council, encouraged participation as a means for the trucking industry to make its needs known to the State.

Mr. Foz presented the displays showing GIS information available to the state and Reebie Associates data for 1995 and a 2005 forecast.

The trucking industry representatives made the following major points and recommendations:

1 Safer interchange ramps are needed at a number of locations where superelevation is not adequate.

2 There is a shortage of rest areas/parking areas for trucks. The best places to put a rest areas are:
a) Route I- 495 between Rte. 20 and MassPike
b) I-95 S near RI border
Ideally, the facilities would accommodate 300-400 rigs as well as food, showers, repair shops, and safety patrols. Such a facility could be leased to specialized private operators.

3 It would be very useful to have an advisory/informational booklet on shipping of hazardous waste providing regulations, routing information, and a number to call for help. A number of other states, e.g. California, already have it.

4 Weight should be certified at the shipping site or intermodal terminal. The responsibility for accuracy of the information and maintenance of the chassis should be with owner of the equipment and not the driver. Also scales should be put at intermodal terminals

5 Additional Intermodal terminals would be useful at I-495 & I-90 (Westborough Site). This is a separate location from the truck rest area proposed earlier.

6 Infrastructure improvements to the Port of Boston won't help the Massachusetts economy as not much employment is associated with transshipment to the Midwest or West Coast.

7 Bill of Lading issue for the Port of Boston will go away with changes to electronic systems. Currently, its importance is more related to the convenience of brokers and customs agents than to cost of transport.

8 The audience felt that the State has to decide if it is going to give incentives to attract industry. Transportation is not the major issue in attracting businesses to the state.

9 Transportation logistics companies won't affect the state economy. Changes in industry structure associated with increase in market share by these companies is inevitable. The audience felt it was not necessary for the State to get involved in this issue.

10 Truckers have almost no relationship with RPAs. Improving this information gap would be helpful because greater awareness of freight issues will help improve the environment for the trucking industry and the Massachusetts economy.

11 Econometric data such as Reebie's could be most useful if it helped identify customers. Existing data is not complete enough for that purpose.

The following are detailed minutes:

Dennis Coffey of the EOTC began the focus group meeting by introducing himself. Mr. Coffey started by saying that the MFAC is an organization which was begun a few years ago in order to give a voice to the freight community. Other constituents, such as people proposing bike routes, have had a strong voice but people in the freight community haven't. Massachusetts has put forth efforts to improve intermodal transportation, freight, and transportation of people and the MFAC would like to know more about freight concerns. Mr. Coffey mentioned that Louis Berger would be coordinating data in this effort before he passed the floor to Bob Williams, Chairman of the MFAC.

Mr. Williams remarked that this was a focus group for industry. MFAC would like to hear any gripes as far as what is hurting business in the freight industry. He then encouraged communication between truckers. The main purpose of the meeting is to get freight issues in to the legislature, policy, etc. He then further encouraged everyone to be open and introduced Adel Foz, director and project manager from Louis Berger.

Mr. Foz began by and suggesting that everyone introduce themselves around the table. This was done and Mr. Foz handed out an agenda for the meeting. Mr. Foz introduced Toby Knox as the facilitator and mentioned that he would show data which has been gathered, speak about terminal access, regulatory policies, and other worthwhile topics the focus group would like to discuss. Mr. Foz then proceeded to show presentation boards of a GIS-based map showing highway and rail systems in MA, major intermodal terminals and highways, major rail routes and operators, and the 1995 and 2005 Reebie data. He explained that this data exists sorted by four digit SIC code. Reebie forecasts the 2005 data only by factoring in a projection of the overall U.S. economy by DRI. It does not factor in any local mode share changes.

Mr. Foz then began the discussion by asking for comments on terminals and local access issues. Mr. Tom Boyle of T.F. Boyle Transportation commented that many on and off ramps are poorly designed, citing exit three in Chelmsford off Rt. 495. Mr. Foz then asked if there were other specific ramps which could be mentioned and Mr. Williams mentioned the junctures between 290 and 495, and between 95 and 128. Mr. Boyle then added that accidents at poor ramps were a waste in costs, gave trucking a bad image, caused pollution and other problems.

Mr. Boyle then brought up the lack of overnight truck stops in Massachusetts, citing that most accidents occur between 3:00 and 5:30 AM. Jim Murphy of the ATA concurred that there is a shortage of rest areas in Mass., and Mr. Boyle remarked that all of New England lacks an adequate number of rest areas. Mr. Murphy said that FHWA will fund rest stops and Ken Miller of MassHighway added that Connecticut is addressing the problem in their state. Mr. Boyle and Mr. Murphy mentioned that MA is a consumption state and that MA is at the end of the trucking line. Mr. Boyle also mentioned that there are complaints about pollution and exhaust with respect to truck stops, often in the Framingham area of the MassPike. Mr. Williams and Mr. Murphy then remarked that there are limited stops for truckers in Maine as well as in all of New England. Often the state troopers will kick truckers out of private lots at night.

Mr. Foz continued on the subject by asking how many truck stops are needed and where. Mr. Miller asked if an expansion on Route 128 would be a good spot. Mr. Boyle mentioned spots between 290 and the MassPike, and between 495 and the Mass Pike at Route 20. Mr. Murphy suggested 95 South near Routes 140 and 152. Trucks currently pull off to the right and the area fills up very quickly. Driving at six or seven in the evening, Mr. Murphy often sees a single line of trucks along the side of the road at this spot. Private truck stops were also discussed as possibilities, making money through restaurants, gas, etc.

Mr. Foz then shifted the conversation to truck restrictions and whether they are reasonable. Mr. Boyle mentioned explosives restrictions and not being able to transport via major highways on holidays, the days after holidays, and other days. He argued that because of this these dangerous materials end up on smaller roads traveling through residential areas. New York and New Jersey have changed their laws on this issue and he wishes MA would change theirs as well.

Mr. Foz then inquired about the Central Artery and its effect on the transport of these materials, both while currently depressed, and in the future. Mr. Boyle responded by citing that hazardous materials can't be transported through tunnels and over bridges throughout the U.S. and that a police escort is needed if this does occur. Mr. Murphy remarked that there are too many kinds of hazardous materials and different rules to discuss them here. As far as fuel transport in the future, the Boston Fire Department is best suited to address this question. Mr. Williams remarked that tunnel and bridge regulations will stay the same in the future. Finally, Mr. Boyle suggested that MA should have a guide showing where trucks can and can't go with hazardous materials. This guide should be available for truckers entering the state, or at various points within the state. This guide should also have phone numbers of where to call if there is a problem. Other states have similar guides, and creating and distributing these guides would not be very costly to implement.

The focus group discussion then moved to a discussion of regulatory issues. This discussion started talking about the regulation of the MassPike and how it is set up to make money through tolls and tickets. On the whole it was agreed that Mass. is on par with other states as far as enforcement through tickets. Nick Schulter of Kellaway Transportation remarked that many independent companies use Rt. 20 instead of the MassPike in order to avoid tolls.

From this discussion of the MassPike, the conversation turned to problems of enforcement of weight problems in the trucking industry. Mr. Foz mentioned weight problems and piggy-backing, and Mr. Schulter mentioned a lack of enforcement and documentation. Mr. Williams mentioned that there should be certification for weighing. Mr. Murphy then pointed out that the shipper is liable for the information he or she puts on the form, if the motor carrier knows, then they may be at fault. Mr. Boyle commented that it would be more efficient and safe if every freight container was weighed.

Mr. Williams noted that many lifts have weights right on them, and that the weights should be gotten at the port. Mr. Boyle suggested that it is best to weigh the cargo on the truck. Mr. Williams suggested that weighing won't happen at the port or an intermodal facility. However, there should be scales at these facilities. He also mentioned that most of the bulk freight comes from the west coast ports of California, Portland, and Seattle. Mr. Boyle believes that the responsibility for monitoring freight coming into a port should be the state's.

Mr. Boyle also said that the owners of the equipment on a truck should be responsible for tickets on this equipment, rather than the trucker. An example would be a ticket because of a safety review or an equipment failure. Mr. Williams mentioned that equipment is often only marginally defective when truckers are ticketed. Mr. Boyle added that bad equipment on the road is a safety problem for MA.

Mr. Miller furthered the conversation and asked what the state can do. Mr. Boyle stated that the state should make the registered owner of faulty equipment, such as a chassis, responsible for the maintenance of the vehicle. The owner should have to pay the fine. Mr. Murphy added that the driver can only check so much when they are under schedule pressures.

Next, the focus group discussed what is needed as far as intermodal facilities and where they would be located. Mr. Williams suggested Worcester would be a good place to put intermodal facilities rather than Boston because of greater access. Boston's shipping freight would be additional intermodal transport, but a double stack rail would be needed if an intermodal facility was put into Boston. Mr. Boyle agreed that if an intermodal facility was added in Boston, then a double stack rail would be needed. This would help shippers into Boston access the Midwest. Mr. Williams then suggested that a good place to put an intermodal facility would be the juncture of 495 and 90.

Mr. Foz remarked that a new intermodal facility would be good for the trucking and rail industries,

but asked if a new facility would bring in industry to Mass. or keep it here. Mr. Williams responded that if businesses came in, it would help the larger companies such as UPS and not the regular truckers.

The discussion then switched to a discussion of Rhode Island building a large intermodal facility, and its effect on possible intermodal improvements to Boston's port. In Rhode Island there is the possibility of improving highway access to the new intermodal facility at Davisville and adding a third rail. Mr. Coffey mentioned that MA shouldn't build an intermodal facility at the port of Boston because its main effect would be to increase freight which would only travel through MA, rather than for Mass. use. Also it wouldn't do MA or RI any good to have two competing systems drawing off each other for shipping traffic. The group came to the conclusion that Boston is not a good place for an intermodal improvements. There are no economic incentives and the only major gain would be an increase in port revenues.

The next issue addressed was the Bill of Lading. Mr. Williams, Mr. Boyle, Mr. Foz, and Mr. Schulter were the primary people discussing this issue. The group said that there wasn't anything the state could do to speed the process. It wouldn't be worth it to make any changes now because electronics will soon make it a non-issue.

Mr. Foz next addressed the question of state regulations, would a change in policy help industries stay in Mass. Mr. Williams stated that there is no manufacturing and distribution related incentive to move businesses here. Mr. Williams and Mr. Boyle both mentioned other states which were aggressively providing incentives to companies to have them locate in their states. Two examples cited were Arizona and Wisconsin. Mr. Coffey expressed concern that many states may be offering deals which are too good for the company and not good enough for the state. He then asked if there were particular issues that Mass. should address in putting together incentives for companies.

The general consensus was that Mass. should get rid of or change some of its taxes to encourage businesses to come to the state. For example, Mr. Murphy noted that Mass. has excise taxes on vehicles, sales taxes on the purchase of a vehicle, and corporate income taxes. These have a significant impact on start-ups, new companies, and companies moving to the state. One suggestion is to have a graduated corporate income tax.

The focus group next addressed the share of the shipping market which the large companies such as J.B. Hunt and Schneider have. The consensus was that these companies will only get larger. This will neither help or hurt the Mass. economy. The feeling is that this trend of larger transportation logistics companies dominating the market is a national phenomenon. There will always be niches for the smaller companies, and many large companies contract out work as well. The customers want one-stop shopping and the transportation logistics companies should be parceling the work out for what is best for the customers.

The focus group then touched on the role of regional planning agencies in the freight industry. It was agreed that these agencies have had little effect on the industry. Truckers have had very limited experience with these agencies. However, the Central Massachusetts MPO has been putting in a good effort to identify freight impediments. In talking about planning, the conversation also touched on the future possibility of having all delivery to urban centers taking place at night.

The last major subject touched on before the break and a summary was the accuracy and usefulness of the Reebie data Louis Berger presented. Mr. Murphy mentioned that the primary freight data supplied by Reebie is accurate, though the secondary data is still being refined. When it is completely updated, the data would be useful for the identification of customers and marketing.

Central RPA Region Focus Group *October 24, 1997*

Focus Group Meeting, Central Massachusetts, Worcester - 10/24/97 - 10:00 a.m.

Attendees:

Rich Rydant - Central Massachusetts Regional Planning Commission
George Kahalee - Montachusett Regional Planning Commission
Bob Williams - Massachusetts Freight Advisory Council, Chairman
Mark Berger – MassHighway - Planning
Adel Foz - Louis Berger & Associates
Chris Orphanides - Louis Berger & Associates

Summary of the major points of the meeting:

- Mr. Rydant and Mr. Kahalee are interested in attending the next round of regional focus group meetings.
- CMRPC and MRPC will provide the most recent copies of their TIPs and Transportation Plans.
- The CMRPC Congestion Management Report will be provided soon.
- Attendees agreed that potential land use development plans should be reported so that people know the information exists. However, attendees did not feel that the possibilities should be reported in detail.
- LBA will update rail graphics.
- MassHighway and the consultants will rely on Mr. Williams for a list of operator and shipper contacts for invitations to regional meetings, and will supplement it through local Chambers of Commerce.

Detailed Minutes

This MFAC focus group meeting on regional planning issues and concerns began by watching a short video provided by Mr. Williams of the MFAC. This video gave an introduction to intermodal freight transport and the role regional planning agencies can play in the development of intermodal freight transport. Mr. Berger of MassHighway then began the discussion by introducing the goals of the meeting. Mr. Berger described the goal of gathering information for the next round of regional meetings in January. The information gathered should include whom the RPAs would recommend contacting for the next round of meetings and a discussion of local freight issues. Mr. Williams added that the freight industry needs a stronger voice to influence transportation issues and projects on the state level.

Mr. Foz of Louis Berger & Associates (LBA) next showed the focus group materials and data LBA produced. He presented graphics derived from the MassHighway Roadway Inventory database showing the highway, rail, air, and port transportation structure throughout Massachusetts. It was noted during the meeting that some of the rail connections should and will be updated on the rail graphic. Mr. Foz also showed a graphic in which major transportation terminals in the state were enlarged and shown in detail. He noted that traffic modeling can be performed by putting traffic numbers into the highway system and factoring in the capacities and restrictions of each link. From this, it can be seen where an how traffic will flow throughout the state. Next Mr. Foz presented summaries derived from Reebie Associates data showing the percentages of Massachusetts inbound and outbound freight in 1995, and projections for 2005. This data is now provided by four-digit SIC codes but can also be obtained by zip code.

Both Mr. Williams and Mr. Rydant remarked that they had some problems with the Reebie data. One problem was the decrease in some future freight numbers. The other concern was with splitting Massachusetts into eastern and western halves, rather than eastern, western, and central sections.

Next, the focus group discussed what information the regional planning agencies had gathered with respect to transportation and freight. Mr. Rydant mentioned that the CMRPC had done regional transportation plans in ‘82 and ‘93. In ‘93, a survey was undertaken in coordination with the American Trucking Association (ATA). This was the first major effort the commission had done with respect to trucking. The survey was aimed at ATA members and had a small response rate. CMRPC will do a future study which will expand upon the ‘93 study. They would also like to do an axle classification count and have traffic counting expanded to include trucking flows. Mr. Rydant also mentioned that within a few weeks CMRPC will have finalized a Congestion Management Report. CMRPC will provide this to MassHighway.

George Kahalee of the Montachusett RPC added that his organization has done the same work in his region that Mr. Rydant’s group has done. They also have a Regional Freight Plan completed in ‘97. This plan explores the routes and problems for freight in the Montachusett region and does include planning for air freight. Both regions also confirmed that they will provide recent copies of their TIPs and transportation plans.

Mr. Foz next switched the conversation to who the major shippers are in each region. Mr. Williams noted that Mr. Steve Cotrone has a good list of shippers, producers, and volumes shipped. Mr. Rydant mentioned that the list of names gathered through his trucking survey is too limited. Mr. Kahalee also ran into problems gathering information about truckers, and has limited names of the largest shippers.

It was suggested and generally agreed upon that trucking studies often don’t reveal surprises of what the problems are for the trucking industry. Mr. Rydant mentioned poor ramp design was a problem which he both expected and documented in CMRPC’s trucking study.

Mr. Rydant and Mr. Kahalee briefly discussed the difficulty of obtaining state money for the projects on their TIP. Mr. Kahalee mentioned that he would need 80 million dollars to fix every problem listed on the TIP.

The conversation next shifted to the Fort Devens Terminal in Ayer and the possible upcoming New England Clipper Service. Canadian National is trying to work with the port of Halifax to ship containers to the Ayer/Fort Devens yard. Once Fort Devens opens for intermodal service, Norfolk Southern will become a major player in the northern half of Massachusetts. CSX will be the major player in the southern part of the state. This situation would lead to very little freight coming out of Boston. A major reason for shipping from Halifax is because it is claimed to be roughly $250 cheaper per container than coming to Boston. In order for goods to get to Boston, they could be shipped to Halifax and back-shipped to Boston. CSX will also eventually want access to the Boston market. Currently there are B&M/Guilford system connections to Auburn and Waterville, ME. It is a question for state on whether it is better to double stack on from Boston on west, or the western end of the state on east.

The focus group next moved on to discuss possible land use issues. CMRPC and Montachusett RPC both said they could furnish information on land which could be used for industrial development. Information from Mr. Kahalee’s area could be furnished in a GIS format while Mr. Rydant wasn’t sure if this could be done for his region. There is agreement that if the general public was more interested in attracting industry, and also, if the availability of certain lands for industrial development were publicized, then much more industry would be developed in Massachusetts. Devens would be very attractive for freight transfers and would be a strong asset to industry in the area.

Mr. Rydant commented that CMRPC does communicate information with many organizations though the MPO system to see how it could be strengthened. Possibly information for prospective industry could be disseminated better through the involvement of elected officials. Decisions can be influenced if people know the implications.

At this point the focus moved to upgrading the Worcester airport. Currently it is not being utilized by freight. Mr. Williams and Mr. Rydant mention trying to attract UPS or possibly FedEx to utilize the airport. Mr. Williams suggested targeting UPS for intermodal transport because they are now using a quick-change system. A problem with the Worcester airport is the fog in the mornings and evenings. Currently most of the international freight air traffic is in and out of Boston and no domestic air freight traffic comes in or out of Worcester. It was also mentioned that the Ayer airport is closed with no intention of re-opening.

Next the discussion shifted to who should be contacted for the upcoming regional meetings. Mr. Kahalee suggested the Chamber of Commerce in Leominster, and also in Ayer, Gardner, and Athol. Mr. Rydant suggested the Chamber of Commerce in Worcester (33 Waldorf Street). Mr. Williams also mentioned that he would attempt to get a list of who is shipping freight and where. He will get a list of the top 20 shippers in the two regions. Mr. Rydant also mentioned contacting Blair Conrad at the Worcester airport to get information on shippers in the region.

Mr. Foz then brought up the question of where truck rest stops should be built. The junction of Route 20 and I-290 was mentioned; however, this site has some problems associated with it. A Sturbridge truck stop was mentioned, although in the past there has been community opposition to such a proposal. Mr. Williams suggested the Edgemere Drive-In as an excellent spot in Shrewsbury near Route 20. This is an industrial zone with nothing else around it. Truck Stops of America could be contacted for this spot.

It was confirmed at the end of the meeting that the regional planning agencies are interested in attending the next round of meetings.

Western Region RPA Focus Group *October 24, 1997*

Focus Group Meeting, Western Massachusetts - 10/24/97 - 1:00 p.m.

Attendees: Keith Wilson - Franklin Regional Council of Governments
Brian Piascik - Pioneer Valley Planning Commission
Jeff McCollough - Pioneer Valley Planning Commission
Mark Berger – MassHighway - Planning
Adel Foz - Louis Berger & Associates
Chris Orphanides - Louis Berger & Associates

Summary of the main points of the meeting:

- The TIP includes many projects which help the freight industry, e.g. the Deerfield rail yard bridges.
- The region will ask the state to address the Intermodal connection between Mass Pike and Palmer.
- The region would like to upgrade north-south rail connections.
- There is are access-efficiency and safety issues associated with the provision of half interchanges on Routes 5 and 10. These hamper efficient freight access.
- The RPAs have many potential contacts for a regional focus groups to include operators, shippers, etc. We will contact Brian to get the names.
- RPA staffs are interested in attending the regional focus group meeting.
- RPA staffs feel that better, bigger rest areas for trucks are needed, especially along I-91 and Route 2.

Detailed Minutes

The MFAC focus group meeting on regional planning issues and concerns began by Mr. Berger of MassHighway by introducing the goals of the meeting. Mr. Berger stated the goals of gathering information for the round of regional focus group meetings in January. The information gathered should include who the RPAs would recommend contacting for the next round of meetings, and a discussion of local freight issues.

Next, Mr. Foz of Louis Berger & Associates (LBA) showed the materials and data collected to date by LBA. Mr. Foz presented graphics derived from the MassHighway Road Inventory data base showing the highway, rail, air, and port transportation structure throughout Massachusetts. Mr. Foz mentioned that the rail graphic would be amended to include some specifics which are not currently shown on the map. Mr. Foz also showed a graphic in which major transportation terminals in the state were enlarged and shown in detail. One purpose of these focus group meetings is to discover policy issues and specific projects which could help the freight industry in each region. These projects and issues could be mapped in GIS and brought forward to show the level of detail needed for particular projects. He also noted that policy modeling can be performed by loading demand scenarios on each transportation mode in the system and factoring in the capacities and restrictions of each link. From this, it can be seen where and how traffic will flow throughout the state.

Next, he presented summaries derived from Reebie Associates data showing the percentages of inbound and outbound freight in Massachusetts in 1995, and projections for 2005. This data is now provided by four-digit SIC codes but could also be obtained by zip code, if that was useful. The regional planning commissions did not have a strong view on whether the state was divided up into east, west, and central portions for the purpose of the Reebie data calculations.

The discussion of Western Massachusetts freight issues began with Mr. Wilson of the FRCOG and Mr. Piascik of the PVPC discussing possibilities for enhancing freight transportation in their regions. Mr. Piascik suggested changes in zoning regulations, particularly for a site in Palmer. This community recently lost a major manufacturer and has a rail line right nearby. It will be roughly a year before anything involving this site is put on their TIP; however, the region is looking into developing this site. Mr. Wilson mentioned the Deerfield rail yard as an area which is currently being developed and consideration is being given to turning it into an intermodal yard.

Mr. Wilson then mentioned the that his agency had completed a trucking survey with a 77% response rate. Mr. Wilson handed out information on the truck survey and a rail report prepared by the Franklin County Regional planners. He also mentioned that there is talk of putting a rail siding in Buckland.

Mr. Piascik mentioned that there was talk of getting UPS and FedEx at the Westover facility, but this didn't come through. The discussion next moved to rail in the area. Mr. Piascik mentioned that the rail line running through the spine of the Springfield area was in horrible shape and the Vermonter train can't go up this stretch of track because it is too slow. This bad stretch of rail also impacts Conrail activities. He mentioned that plastic pellets are shipped from the north of the Springfield area and that the services south of Springfield primarily consists of paper companies and other goods coming from the Holyoke area. The regional representatives said that the local Chamber of Commerce is not very active, though the regional planning agencies are. They are particularly active in issues with bike paths.

Pioneer Valley has put together a transportation assessment and is trying to make tourism a bigger industry in the area. The freight industry in the region has been decreasing while the service industry has been growing. Some of this industry is migrating up from the Hartford area.

Mr. Berger mentioned that intermodalism is often looked upon as competition by short-line rail companies. Mr. Piascik mentioned that truck size is a big issue in his region. Piggy-backing is not allowed on the Mass Pike, but New York allows triples on its Thruway. The issue of truck stops was also briefly touched upon, mentioning a stop off of I-291 and a diner in Whateley. It was agreed that better and bigger truck stops are needed.

On the subject of trucking and highway congestion, Mr. Piascik mentioned that he has a Congestion Management Report available. Mr. Wilson's group is in the process of creating their Congestion Management Report. He would like a major investment study for Route 2, but it is not a high priority since Route 2 in that area isn't at a top congestion level. However, Mr. Wilson feels it inhibits future development, particularly of industry. Climbing lanes could also be improved. Another problem mentioned was half interchanges, in particular between Routes 5 and 10. The state is thinking of putting another ramp in this area. There are also severe congestion problems in the areas of exits 19 and 20 off I-91.

It was then asked if the regions had a list of potential contacts for future meetings. Mr. Piascik answered that he had nothing prepared but could put something together. Mr. Wilson mentioned that a CTPS contact has a good list, though Mr. Berger added that this wasn't yet sorted into categories. The representatives of the two regions agreed that they would be interested in attending follow up focus group meetings later in the year.

Mr. Foz mentioned that many RPAs and trucking industry people don't have much contact with each other. Mr. Wilson mentioned that people often look to towns if they want something done in the region, and that many towns don't have a clear idea of who the regional government is. One of the main reasons for these focus group meetings is to introduce everyone and bring people together to work on common freight transportation problems.

Next, the location of major industries in the region were touched upon. Mr. Piascik mentioned that he could put many of the major employers on a map. He mentioned that there are some warehouses just north of the pike near the airport, and quite a few in Chicopee, with no connection to the airport. Other major companies in the area include Milton Bradley and Lego. Some companies set up right next to the Mass Pike in CT because of state inventory taxes.

Another issue brought up is the weighing station in the Deerfield/Greenfield area along I-91. Many truckers take back roads such as Routes 5 or 10 to avoid the station, leading to safety concerns.

Also discussed was the possibility of double stacking. The region is in support of double stacking but it is not a big issue in the western end of the state. Money from the increased goods transported using double stack will for the most part go through the state and not create many jobs in-state.

The issue of congestion was brought up as one of the last topics. Mr. Piascik mentioned congestion on Route 9 as the number one congestion issue in his region. This is at least partially related to freight for UMASS, the largest employer in the region, which receives many shipments every day. A corridor study is being conducted for Route 20. Other congestion issues include the need for better truck circulation in West Springfield to get to a terminal south of the City, where signals and capacity are both problems. There is interest in a truck terminal in the South Springfield area. Proposed roadway improvements are in Pioneer Valley's long range plan but not yet on the TIP.

Mr. Wilson mentioned Route 2 trucking speeds as being too fast. There are also a few possible individual intersection issues. If a map was provided, a dot for each issue could be put on the map. The Regional Transportation Plan could also indicate such problem areas.

Finally, there were a few comments on the Reebie data. Mr. Wilson mentioned that the data is not immediately useful, though it may be useful for future projects. Mr. Piascik thinks he could do more good speaking with people than using the data. RPA staff want to be facilitators, but too often companies are reluctant to get involved because they fear RPAs may act as regulators.

Southeastern RPA Region Focus Group *October 27, 1997*

Taunton - 10/27/97 - 2:00 p.m.

Attendees:

Roland Hebert - Southeastern Regional Planning and Economic Development District
Thomas Welch - Southeastern Regional Planning and Economic Development District
Pasquale Ciaramella - Old Colony Planning Council
Katalin Parkas - Old Colony Planning Council
Charles Kilmer - Old Colony Planning Council
Lev Malakhoff - Cape Cod Commission
Mark Berger – MassHighway - Planning
Adel Foz - Louis Berger & Associates
Chris Orphanides - Louis Berger & Associates

Summary of the main points raised at the focus group meeting:

- There is not much communication between RPAs and the freight industry
- There is no problem of industry moving out of area - people are interested in bringing in light manufacturing jobs into the region.
- Virtually all freight is transported by truck. The use of rail depends on whether the MBTA will upgrade rail connections, thus allowing rail freight to piggy-back on the improvements.
- Ports, mainly New Bedford, are doing well. Fish is brought by rail (none by truck), including some from South America. The Port is trying to attract more of perishable business.
- The Old Colony Planning Council has a transportation plan giving accident data and locating major warehouses in the region.
- Reebie data could be useful for modeling if it is broken down by region, or maybe town. The RPAs do not need to know in detail where freight goes from Massachusetts.

Detailed Minutes

Mr. Berger of MassHighway began by introducing the purpose of this meeting. The meeting is intended to bring everyone together to discuss, prioritize and learn of new freight related transportation issues. EOTC and MassHighway have met with representatives of the railroad and trucking industries and will soon meet with representatives of the air and port industries to discuss their freight transportation issues. It is hoped that in January all of these groups and the representatives of the RPAs can discuss these issues together. This will advance another goal of these meetings which is to boost attendance and interest of MFAC, therefore giving freight more influence in important transportation decisions.

At this point a short video was shown discussing intermodalism in relation to freight transport and the role MPOs can play in the development of freight intermodalism.

Mr. Foz of Louis Berger & Associates and then gave a brief history of MFAC. He mentioned that MFAC was started roughly three years ago to gain influence for the freight industry into the regulatory and legislative processes. The organization wants to provide input on the TIP level. At this point Mr. Foz showed the focus group graphics derived from the MassHighway Roadway Inventory data base showing the highway, rail, air, and port transportation structure throughout Massachusetts. Mr. Foz also showed a graphic in which major transportation terminals in the state were enlarged and shown in detail. He noted that traffic modeling can be performed by putting traffic numbers into the highway system and factoring in capacities and restrictions of each link. From this, it can be seen where an how traffic will flow throughout the state. Next Mr. Foz presented summaries derived from Reebie Associates data showing the percentages of Massachusetts inbound and outbound freight in 1995, and projections for 2005. This data is now provided by four-digit SIC codes but can also be attained in by zip code.

In discussing the rail and truck graphics, Mr. Foz mentioned the possible plan of connecting a Canadian railway from Halifax to the Ayer, which will then ship goods west towards Chicago. This may have a strong influence on local regions. The possible development of Quonsett Point and the need for more truck stops was also referred to.

Both Old Colony and SRPEDD mentioned that they had done past trucking surveys.

Mr. Hebert of SRPEDD mentioned that if there are transportation problems in the region that someone wants to change, the MPOs usually don't here about it because the person will often most likely go to the local representative or selectman to get something changed.

When asked if the MPOs knew where accidents took place, Mr. Hebert said they have that information on their GIS database and could provide a list of a hundred accident locations. The Cape also has that information. Old Colony has a transportation plan with accident data, though only part of the regional data can be accessed. Mr. Ciaramella of Old Colony mentioned the specific location of Route 24 in Brockton. He has been trying to work with the state for tens years trying to fix this spot.

In order to find out about the movement of freight in the region, it was suggested that the Steamship Authority and the New Bedford Airport be contacted. The person to speak with at the New Bedford Airport is Dave Edwards, the Airport Manager. The airport is currently undergoing a major purpose and need effort for an impact statement. The New Bedford and Fall River Seaports are also in the process of producing master plans. In general, New Bedford has a good amount of freight traffic and Fall River has very little. One could also look into the T.F. Green airport and their freight transport.

New Bedford's primary freight is frozen fish from Canada, and even fish from Alaska. The processing of local fish has decreased, and the processing of fish from Canada and other places has increased. Besides fish, other items commonly shipped in and out of New Bedford are perishables such as frozen foods. Mike Taylor would know of people to talk to about these shipments.

Other light manufacturing and wholesale distribution centers in the areas of Routes 140 and I-495, and near the juncture of I-495 and Route 44 in Middleboro. Rail transport is incidental; the item most transported by rail is garbage. Liquefied Natural Gas (LNG) could be shipped by rail, but this would be limited. There is no heavy manufacturing in the region and the area is trying to attract business out of the Boston area. There hasn't been a problem of companies relocating to Rhode Island from southern Massachusetts.

The freight on the Cape consists primarily of garbage. A few industries on the Cape rely on freight transports but for the most part the Cape's freight transport is light. There are also problems with large trucks in the Woods Hole and Hyannis areas because of narrow streets.

For his next transportation plan, Mr. Ciaramella of OCPC is trying to put some information together on routes which exclude trucks. The state is putting together information on truck exclusion/inclusion routes within Route 128, and this possibly could be expanded to other areas. As far as traffic and truck counts, Old Colony can get a rough idea of how many trucks are on its roads. Mr. Hebert's group has data for their roads, but not federal or state roads.

The subject next shifted to locations for truck rest stops. There is talk of building a fueling station and rest stop with eating and sleeping facilities on Interstate Route I-195. A site was also mentioned at the junction of Routes 240 and 195 in the Fairfield/Dartmouth area. There has been interest in this site expressed within the last year. There is also an area in Plymouth which could be a possibility for a truck stop.

In addition, the port of Plymouth is looking to increase their freight traffic, seeing that it has decreased recently. Wareham has shown interest in a water transportation site to the islands; however, New Bedford is the site which makes more sense.

As far as shipping freight by rail, Mr. Hebert is trying to get the commuter rail (MBTA) to New Bedford or Fall River; if this is done, the rail line could also carry freight.

A possible project in southern Massachusetts is the upgrading of Route 24 to interstate standards. There are many truck turnovers on Route 24 and major reconstruction of interchanges would need to take place. The junction of Route 24 and I-195 is a major problem area. The state would have to commit to develop at least a 12 year capital plan to complete these improvements, a time frame beyond the TIP requirements. Another study is needed to find out how much money is needed.

As other RPAs, these planning agencies had gotten the impression that the state would take care of investigating the intermodal industry within the state. Therefore they only made limited attempts to identify needs in this transportation sector.

East and Northeast RPA Region Focus Group *October 27, 1997*

Arlington - 10/27/97 - 10:00 a.m.

Attendees:

Bill Kuttner - Central Transportation Planning Staff
Beverly Woods - Northern Middlesex Council of Governments
Barbara Lucas - Metropolitan Area Planning Council
Mary K. Beninati - Merrimack Valley Planning Commission
Bob Williams - Massachusetts Freight Advisory Council, Chairman
Mark Berger – MassHighway - Planning
Adel Foz - Louis Berger & Associates
Chris Orphanides - Louis Berger & Associates

Summary of the major points addressed in this focus group meeting:

- Historically, there has been little contact between MPOs, trucking, and industries
- There are roadway congestion safety issues at:
  - The Route 3 and 495 interchange
  - Route 3 interchanges in general, particularly for trucks on ramps
- The absence of rest areas for trucks is a problem
- Warehousing, distribution and manufacturing have declined somewhat in the Northeastern Massachusetts area, but this is not a case of industry moving to New Hampshire. As a result, there is less truck traffic than there used to be.
- Roadway and rail conditions are such that truck freight generally:
  - Finds transit time more predictable and reliable by going to/from Ayer rather than Boston
  - Nevertheless freight continues to go to/from Boston, but the percentage is unknown.
  - Intermodal deliveries come from the Port of Boston, but most of the West Coast traffic comes through Worcester.
- CTPS development and updating of a regional data base on truck routes is in process but will take at least a year to complete.

Detailed Minutes

Mr. Williams of MFAC (Massachusetts Freight Advisory Council) introduced the project and played an introductory video about intermodalism in relation to freight transport and the role MPOs can and should play in the development of freight intermodalism. Mr. Williams mentioned that freight typically hasn't gotten the attention given to other transportation issues.

Mr. Berger of MassHighway then introduced the purposes of the meeting as part of process to bring everyone together to discuss, learn about, and prioritize freight related transportation issues on a state-wide basis. EOTC and MassHighway have met with representatives of the railroad and trucking industries. The group will meet with representatives of the air and port industries soon to discuss their freight transportation issues. It is hoped that in January all of these groups and the representatives of the RPAs can meet and discuss these issues together. This will advance one of the goals of these meetings, which is to boost attendance and interest of MFAC, therefore gaining freight more influence in important transportation decisions.

Mr. Williams gave a brief history of MFAC. He mentioned that MFAC was started roughly three years ago to gain influence for the freight industry in the regulatory and legislative processes. The organization wants to keep industry and jobs in Massachusetts by ensuring good freight transportation conditions within the state. He then introduced Mr. Foz of Louis Berger & Associates

After these introductions Ms. Lucas of the Metropolitan Area Planning Council (MAPC) stated that she couldn't comment on issues on behalf of MAPC because she has just recently begun working there and is not yet familiar with the regional issues.

When asked about commenting on the regional intermodal freight transportation issues, Ms. Woods of NMCOG remarked that she doesn't have much input because she was previously been discouraged by the state to contact people related to intermodal transport. This comment was echoed by Ms. Beninati of the Merrimack Valley Planning Commission (MVPC). They were both under the impression that the state would handle contacting these people. The MVPC attempted to conduct a trucking survey and had little luck; only 12 out of 350 surveys were returned. The only contact Ms. Woods had with Guilford Industries is when the latter asked MVPC to lobby for double stacking in the recent bond bill.

After some discussion, it became clear that RPA staff had gotten the impression that CTPS would take care of contacting freight shippers and carriers and did not want them to do it. Mr. Kuttner of CTPS felt that earlier direction was unfortunate and encouraged the RPAs to contact people involved in intermodal transport. One possible explanation for the confusion is that often key distribution facilities get so much public attention that the people who generate and move freight are overlooked.

Ms. Woods remarked that the biggest issues in her region would be highway infrastructure issues, in particular, Route 3. She cited many poor ramps on Route 3 and specifically the interchange between Route 3 and I-495. There is construction planned in this area to be completed in 2001; however, she would like to see some temporary work done in this area to lessen the amount of hazardous waste accidents.

At this point, Mr. Foz showed the materials and data LBA has produced. Mr. Foz presented graphics derived from the MassHighway Road Inventory database showing the highway, rail, air, and port transportation structure throughout Massachusetts. Mr. Foz also showed a graphic in which major transportation terminals in the state were enlarged from the overall map of Massachusetts and shown in detail. He noted that traffic modeling can be performed by putting traffic numbers into the highway system and factoring in capacities and restrictions of each link. From this, it can be seen where and how traffic will flow throughout the state. Next Mr. Foz presented summaries derived from Reebie Associates data showing the percentages of Massachusetts inbound and outbound freight in 1995, and projections for 2005. This data is now provided by four-digit SIC codes but can also be obtained by zip code.

Mr. Kuttner suggested identifying freight transportation issues by going through current transportation plans and looking at all the prospective projects. These projects would have a people focus, but these projects may benefit freight as well. Ms. Woods remarked that she could identify possible projects which would be advantageous for highway freight, but had no knowledge of freight related rail issues in her region.

Mr. Foz then brought up a future rail issue involving freight shipment from Halifax to Ayer by single-stack rail. This would be called the New England Clipper and would serve as an alternative to the port of Boston. The freight would reach Ayer and most often would travel west towards upstate New York and eventually towards Chicago. Mr. Kuttner mentioned that Massport's Conley Terminal will be the only terminal in Boston used for seagoing containerized freight, and that Moran Terminal will be used mainly for auto shipments. Mr. Williams discussed the possibility of Guilford accessing Moran and the possibility of running double stack out of Moran.

Attendees felt that New Hampshire shippers generally found it is easier to access Ayer rather than Boston. However, depending on the product, some freight also goes to/from Boston. Southern New Hampshire and Northern Massachusetts are seen as the same market. The manufacturing industry has been decreasing in the region but the jobs are going to the southern U.S. and not across the New Hampshire border. However, there is some relocation of Massachusetts retail companies across the border to New Hampshire.

The next subject discussed was truck exclusions. Mr. Kuttner said that he is developing a database on this issue, though it won't be complete for another year or so. He could provide pieces of the data as it becomes available.

The long-term issue of the transport of oil into the region was addressed. It was suggested that Chelsea Creek may fade out of service for the transport of oil. Portsmouth would be a reasonable option to receive shipments of oil if Chelsea Creek is shut down for oil transport.

The group then discussed truck stops in the region and agreed that there are too few stops, both for truckers and other travelers. It was also mentioned that Massachusetts truck stops have no services associated with them. If the truck stops had more services available to the truckers, the stops wouldn't cause problems for the local community because trucks would not need to seek services at several locations. Chelmsford was mentioned as a choice for a truck stop; however, there has been strong community opposition in this area. Mr. Kuttner also mentioned that the federal law allows trucks to travel up to one mile to find gas, food, etc. and protects places like Skip's Diner truck stop when there may be community opposition.

The final topic was whether the regional planners could identify truckers in their region and also if they could identify the largest manufacturers. Ms. Beninati said she could get some information on truckers and the largest employers from the Department of Employment and Training. This data would have to be sorted to end up in a user-friendly form. The industrial parks in Ms. Beninati's region could also be identified. Ms. Woods could get some information on employers through the Welfare to Work program files.

Seaport Advisory Council Port Professionals Group ***December 17, 1997***

On December 17, 1997, Messrs. M. Berger (MassHighway), Foz (LBA), and Orphanides (LBA) attended the 10:30 AM meeting of the Seaport Advisory Council's Port Professionals group. A short discussion followed introductions and presentation of the MFAC process. Detailed notes are attached. The discussion raised the following major points:

- Introductions of MFAC to Seaport Advisory Council (SAC) members.
- Presentation of transportation mode network and data developed for MFAC.
- Improvements New Bedford would like for its port: maintenance dredging, shoring up the state pier, beefing up cold storage; re-establishing the rail link by upgrading rail and bridges.
- Decision to send information on MFAC and agenda/questionnaire to Mr. Armstrong to be distributed to port representatives so they can provide input into the process.
- Request for port representatives to join next round of MFAC meetings. Port representatives are receptive and would like to further discuss freight issues with MFAC.
- Invitation of MFAC to a breakfast with port representatives meeting and CEOs of major shippers and manufacturers in southeastern Massachusetts.

Attendance was as follows:

Rick Armstrong	Executive Secretary of Seaport Advisory Council
Barry Fuller	Seaport Advisory Council
George Gillis	Massachusetts Maritime Academy
Astrid Glynn	Executive Office of Transportation and Construction
Lou Nucci	Nucci-Vine Associates
Captain Steve Kenney	Gloucester Harbor Master
Dave Smith	Salem Representative to SAC
Frank Eliot	Gloucester Representative to SAC
Dan Burns	Fall River Representative to SAC
Mike Taylor	New Bedford Representative to SAC
George Berube	Coastal Zone Management
David Webster	Executive Office of Administration and Finance
Pam Reed	Massport
Peter Kortright	NB/Fairhaven Harbor Master Plan
Peter Torkildsen	SAC chairman
Kitty Hancock	UMASS Amherst
Bob Williams	MFAC
Mark Berger	MassHighway - Planning
Chris Orphanides	Louis Berger & Associates
Adel Foz	Louis Berger & Associates

Mr. Rick Armstrong, Executive Secretary of Seaport Advisory Council, began the meeting by introducing himself and suggested that those attending the meeting do the same. The introductions were carried out and followed by a short presentation on the status of the Boston Harbor Dredging Project. Mr. Armstrong then introduced the Massachusetts Freight Advisory Council (MFAC). He explained that MFAC is examining all segments of the infrastructure used in freight transportation and that MFAC would like the ports' input on these matters. Mr. Armstrong also announced that at 8:00 am on December 18 there would be a meeting at White's Restaurant in Fall River with area CEOs to discuss their companies' use of local ports and any improvements that could be made to increase their usage of the ports.

Mr. Bob Williams, MFAC chairman, introduced the organization and the project to identify statewide freight priorities. He stated that MFAC has met with the railroad and trucking industries, regional planning agencies, and is in the process of meeting with port industry and airport industry representatives. Mr. Williams also mentioned that MFAC is interested in attending the December 18 meeting Mr. Armstrong mentioned.

Next, Mr. Mark Berger of MassHighway and Mr. Adel Foz of LBA further explained the MFAC project and process. They noted that one of the main objectives of MFAC is to give the freight industry a voice in future transportation-related funding, construction, and policy decisions. The project is also intended to prioritize freight transportation issues for state action.

Next Mr. Foz showed the group several graphics of the transportation infrastructure within Massachusetts; these images are derived from the MassHighway State Roadways Inventory GIS. The graphics showed the state highway system, the major rail routes, and major transportation ports and intermodal terminals throughout the state. In discussing the rail system, Mr. Foz brought up the future possibility of Canadian National shipping freight from Halifax, down to Ayer and then distributing the freight from there. This path of transport would be cheaper and shorter for many international shippers than using a Massachusetts port. The New Bedford and Fall River representatives agreed that this could pose a problem for Massachusetts ports. One other future rail problem was also mentioned: short-line railroads will probably need public help to upgrade their bridges to new national carrying capacity standards..

Mr. Foz next discussed the shipping data provided by Reebie Associates. This data shows inbound and outbound shipping traffic by mode to and from the Boston and Springfield areas. This data is provided for 1995 and also projected for 2005. Mr. Foz mentioned that at previous MFAC meetings it has been debated whether the data should be divided into eastern and western sections like Reebie Associates did, or whether the state should be broken into three sections. These three sections would be comprised of an eastern Boston area, a central Worcester area, and a western Springfield area. A summary of the Reebie data was handed out to those at the meeting. It was also mentioned that this data is broken out by 4-digit SICC code and that for an additional fee it could be broken out by zip code. Attendees did not express interest in having the state collect and distribute this kind of data. However, later Prof. Hancock of UMass requested a copy of the Reebie data.

The subject of whether a port is part of a statewide order, or whether they are competing for usage was touched upon. Also, Captain Taylor from New Bedford stated that the reason the shipping industry may be moving out of Massachusetts is that electricity and labor costs are higher in Massachusetts than other locations.

Both Fall River and New Bedford representatives expressed interest in sitting down with MFAC to see what could be done about improving freight shipping at their ports. New Bedford representatives spoke briefly about what is needed for their port to reach its potential as a break-bulk cargo port. The improvements New Bedford would like, include maintenance dredging, shoring up the state pier, and expanding cold storage facilities. The highway system in the New Bedford area doesn't need improvements, but the area could benefit from re-establishing the rail link by upgrading rails and bridges.

As time was running short, Mr. Williams suggested that the port representatives could use the meeting agenda for today's discussion as on outline for providing written comments to MFAC. In response, a concern was voiced that the ports are all in the middle of putting together Master Plans, and they would be better qualified to answer these questions when these plans were finished. It was decided that MFAC send a questionnaire to SAC so that ports could follow an outline for commenting on freight issues. An information packet would also be included to inform port representatives about MFAC.

Before the MFAC discussion came to a close, Mr. Foz asked the group their thoughts on the future of the oil delivery system due to Chelsea Creek's eventual closing for oil transport. It was suggested that MFAC take a look at a Raytheon study about supply alternatives to Chelsea Creek. The Salem representative mentioned that his port could be an alternative for shipping oil although the quality of road access to Route 128 was unclear. It was also mentioned that New England Power has done a study on running a pipeline from Salem to Route 128 which might be worth looking at.

To close the MFAC discussion Mr. Mark Berger of MassHighway said that he hoped representatives of the ports will attend the next round of meetings in the MFAC process including the regional focus groups.

Cape Cod Commission and Steamship Authority Focus Group ***December 19, 1997***

On December 19, 1997, M. Berger and A. Foz attended a meeting at the Barnstable County airport with Jeff Levine and Robert Mumford (Cape Cod Commission), Armand Dufresne (Massachusetts Aeronautics Commission), and Armand Tiberio (MV &N Steamship Authority.)

After introductions and M. Berger's description of the MFAC project, the following major points were addressed:

1 *Cape Cod Commission:* staff reported that the Cape experiences severe seasonal, i.e. summer, roadway and bridge congestion. Some Provincetown businessmen have talked of improving Macmillan Pier so that freight could come directly by ferry from Boston. Counterflow distribution would reduce roadway and bridge congestion. The concept has been discussed in public meetings for the regional transportation plan and at the Seaport Advisory Council. However, no cost estimate has been prepared and the opinion of other Provincetown residents is unknown.

Citing a potential r.o.w. conversion in Falmouth, the Commission is not convinced that the railroad lines are being well used or retained.

Municipal solid waste from 15 communities goes to SEMASS, i.e. virtually 100 % of Cape (and islands). Four towns including Barnstable and Yarmouth account for 2 trains per day. The railroad bridge across the canal will be maintained next summer; the 90-day closure involved is acceptable.

The closure of the fuel pipeline between Nantucket harbor and its airport is seen as a unilateral action by the island.

2 *MV&N Steamship Authority*: Mr. Tiberio, General Manager, offered the following observations:

Freight: the value of freight shipped between the islands and mainland is approximately $500 million per year. Volume in 1997 was 7% greater than in 1996. The volume of activity is now nearly even year round, December to January show only a small dip. 25 to 30 companies carry 85% of the freight volume In general, shippers want to go to the islands between 5:30 and 8 AM and return to the mainland between 3-5 PM.

Much of the fuel originates in Providence but comes via New Bedford. With the closure of the fuel pipeline to Nantucket, the delivery of jet fuel to Nantucket has become a problem.

55-60% of volume is fuel, food, and construction materials. 40-45% of the rest is freight activity generated on the Cape.

On-Island Facilities: the Authority feels that construction of on-island warehousing would provide sufficient reserve capacity to reduce the number of ferry trips for freight and reduce weather-related problems.

Terminals: the existing mainland ferry terminals and local street systems are undersized for the volume of activity that is occurring and expected to continue to increase. In addition, the ferry transfer bridges are limited to 90,000 lbs. He characterized existing conditions as conducting an industrial freight operation in the middle of active downtowns and residential areas with results that are not satisfactory for any party. Demand for trips to Nantucket cannot be met today. Martha's Vineyard demand will exceed capacity within 2-3 years.

On the basis of continuing increases in demand, he felt that the new terminal would be needed within 3-5 years. As a result, the Authority has conducted a study of 16 potential sites for a new freight terminal for the Islands. A study of the impact on the cost of goods on the islands will be completed in March 1998.

The study indicates that New Bedford is the most reasonable location; Wareham would involve driving trucks through a residential area and past a hospital. The approximate cost new/upgraded freight terminal facilities and vessels is $30-35 million. Citing debt limits, Mr. Tiberio said that neither the pier facilities nor the vessels for 4-6 trips/day had to be 100% Authority funded or managed.

It was generally agreed that off-Cape staging areas for trucks would be a very good way to reduce local street congestion since the vehicles would only need to go when their ferry slots were opened; currently they wait at the in-town terminals. The Authority's enabling Act allows it to buy land off-Cape for such purposes.

Repairs: Although the Authority finds Fall River facilities adequate for vessel repairs, it would prefer something closer to its main ports. Current facilities at Woods Hole are too restricted and cannot be expanded.

Intermodal Terminal Operators Focus Group *January 7, 1998*

The Terminal Operators focus group was held January 7, 1998, 10:30 AM at the Worcester offices of the Providence and Worcester Railroad. Attendees included:

Steve Cotrone	Intransit Containers
Matt Connelly	United Parcel Service
Bill Goetz (via phone)	Conrail
Chris Guzzi	Providence and Worcester Railroad
Kathleen Hancock	University of Massachusetts
Nick Schluter	Kellaway Transportation
Carl Hellstrom	Central Massachusetts Regional Planning Commission
Richard Rydant	Central Massachusetts Regional Planning Commission
Mark Berger	MassHighway - Planning
Bob Williams	Massachusetts Freight Advisory Council, Chairman
Adel Foz	Louis Berger & Associates
Chris Orphanides	Louis Berger & Associates

Key Points of Meeting:

1 There is no coordinating entity to assure that state decisions encourage business development and/or retention in the sate. For example, recent redefinition of "overweight" permits which eliminates them for containers, restrictions on tunnel transport of hazardous materials accepted by the FAA, uneven interpretation of trailer length and the double trailer regulations, and the impact of high diesel fuel taxes in Massachusetts without consultation with other agencies tend to needlessly discourage business in the state.

2. Projects for assuring double stack clearance for 8'6"+9'6" are not advancing fast enough since the industry standard will be double stacking of 9'6"+9'6" within 5-7 years. Since, further changes in container dimensions are not expected for at least 10 years, bridge clearances of 21' to 21'6" should be adequate for the foreseeable future.

4. Freight-related and intermodal terminal signage in Massachusetts is inadequate and there is no guidebook about facilities, restrictions, or support facilities for truckers. Baltimore, MD, provides good examples of signage.

5. Since it is difficult to expand the state's small industrial base in the face of "not in my back yard" (NIMBY) attitudes, different trucking regulations on the roadways connecting main and satellite terminal facilities would help intermodal activity.

6. The absence of freight industry representation on MPOs and their advisory councils diminishes advocacy for freight related projects. MPOs generally do not know who represents the freight industry. Mr. Williams was asked to represent freight issues on the technical committee that reports to the CMRPC.

Detailed Meeting Minutes:

The meeting began with Mr. Mark Berger, from MassHighway, introducing the MFAC as an organization designed to involve freight industry representatives in transportation policy and decision making at the state level. Mr. Berger remarked that this meeting is part of a first round of meetings with various freight industry groups including air, port, truck, and rail. On February 2, the first of a second round of meetings to bring the different industry sectors together on a regional basis will take place in Boston. Other meetings will follow for the other three regions of Massachusetts. As a result of these meetings, MFAC plans to provide EOTC and MPOs with a prioritized list of transportation projects and policy actions intended to enhance the competitiveness of Massachusetts industries.

Mr. Bob Williams, Chairman of the MFAC, thanked everyone for attending and suggested everyone introduce themselves. This was done and Mr. Adel Foz of Louis Berger & Associates (LBA) began presenting graphics which LBA developed using the MassHighway Roadway Inventory GIS database. These graphics include maps of Massachusetts showing all the major transportation terminals, the major roadways, and the primary rail lines and terminals in the state. Another graphic showed the capability of the GIS system to enlarge and show in detail areas of importance. This could be used to highlight an intersection, which may be a site of needed improvement.

When showing the rail graphic, Mr. Foz mentioned the possibility of Canadian National shipping goods from Halifax to Ayer, and then from there to Boston or points west through the Hoosac Tunnel. This could drop the price of shipping a box by $200 to $250.

Mr. Foz next presented graphics of shipping data from Reebie Associates. This data divides the state into eastern and western portions and presents shipping data broken out by mode both for 1995 and for a 2005 forecast. This shipping data could also be broken out by zip code for an extra fee. Mr. Foz mentioned a suggestion that the state be divided into an eastern section in the Boston area, a central section in the Worcester area, and a western section in the Springfield area. Attendees felt this would be more realistic. Mr. Berger distributed import/export tables prepared for each community in Massachusetts by Massport; a number of attendees felt this was more useful than generalized data.

When Mr. Foz finished presenting the Reebie data, he stated that the main purpose of the meeting was to learn from the group which freight projects or policies are important to the terminal operators.

Mr. Connelly of UPS commented first. Mr. Connelly responded that he could get back to MFAC with more details on specific problems, but that they often work directly with local communities to get problems fixed.

Mr. Steve Cotrone remarked that two of his biggest issues which the state could address are (1) a lack of clearance for double stack 9'6"containers, and (2) redefinition of overweight permits which are no longer issued to containerized cargo. The weight restrictions are particularly problematic for the shipment of international cargo, which may often be over 80,000 lbs. when it arrives at a port. The terminal then has to choose between shipping illegally, leaving it at the port, or unloading and repacking prior to distribution. Other attendees agreed that MassHighway's decision to rescind the issuance of these permits for containers was a problem. It only causes these containers to be moved at night, the state loses revenue, and public safety is diminished. Mr. Williams mentioned that this problem may be a change in how the law is being interpreted and applied, and not how it is written.

Mr. Connelly mentioned that the transport of hazardous waste is also a problem for his company. UPS receives shipments that are accepted by the FAA for air transport, but which police do not allow to go through the Ted Williams Tunnel. This causes his company to take alternate inefficient routes resulting in severe customer problems. One solution would be to change the roadway classification of hazardous materials to meet the airport classification. Mr. Connelly noted that goods such as batteries are considered hazardous and can't be shipped on many roadways.
Mr. Connelly also brought up for discussion another issue. He remarked that diesel fuel for trucks is heavily taxed and very expensive in Massachusetts. It was agreed that the tax is in place to make money for the state. However, it costs the state money in revenue because truckers buy the majority of their diesel fuel before or after they enter the state in order to avoid the tax. Finally, Mr. Connelly disagreed with the policy change of which bans "over double 40's" on Route 20 from the Shrewsbury Terminal to exit 11.

Mr. Nick Schluter of Kellaway Transportation agreed with many of the points made earlier. The hazardous materials restrictions cause companies to ship hazardous material illegally at night and take the risk of a fine. Also, if the 9'6" issue were resolved it would improve the container utilization at his company. With respect to the overweight issue, he noted that steamship companies are not honoring the Safe Container Act without penalty.

By phone, Mr. Bill Goetz of Conrail also agreed with many of the points already mentioned. He pointed out that there are fewer and fewer 8'6" containers left and they are no longer being built. Major railroads shipping companies are ready to go with the bigger containers but is concerned that the State may not be moving fast to upgrade bridges to the higher clearances.

Mr. Goetz suggested that it would be at least ten years before all rail in Massachusetts was ready for double stacking 40' long 9'6" containers, but that these units would become the standard container in the 2000-2005 time frame. Only 20-25% of containers are 8'6" high and they are not being manufactured anymore.

He also remarked on Massachusetts' unique consumer economy. Seventy-two percent of all Conrail inbound Massachusetts' goods are consumer goods. This compares to Conrail's overall average of shipping 34% consumer goods. Eight percent of Conrail's business in the state is movement of finished vehicles. He felt that tri-levels would continue to be used in the state because Massachusetts imports more vehicles than it makes.

Mr. Goetz then made three suggestions for projects in Massachusetts. The first suggestion was for increased and improved roadway signage for freight-related facilities such as intermodal terminals. He suggested looking to Baltimore, Maryland for a good example.

As part of his second suggestion, Mr. Goetz discussed the difficulties of obtaining land in Massachusetts to increase facility size. This often leads to the construction of satellite facilities. In order to facilitate the use of the latter, he suggested having a separate, localized set of trucking restrictions within the immediate zone between main shipping facilities and satellite facilities which would allow for a number of activities that are problematic on general use roadways. Columbus, OH, was cited as a good example.

Thirdly, Mr. Goetz remarked on the lack of industry in Massachusetts and the difficulty establishing industrial facilities in the state. He suggested that Massachusetts conduct long term planning for development of a large scale, intermodal facility in the eastern part of the state. He felt that its absence would eventually diminish the economic potential of Massachusetts.

Mr. Goetz and Mr. Guzzi briefly conversed about CSX's possible plan to double their intermodal business and where this traffic would go. They wondered where the growth would occur since Conrail's volume has been growing at double digit rates for some years; at this rate, the capacity of Conrail's facilities will be reached within 5 years.

Ms. Kathleen Hancock then asked Mr. Berger about the truck exclusion routes within Route 128. Mr. Berger replied that there is an official truck exclusion network, but that it is not mapped out yet.
Mr. Rich Rydant of the CMRPC gave an overview of what the planning commission has done in regards to freight shipping. In addition to other studies, the planning commission has worked with the American Trucking Association and local and national railroads in order to prepare a regional transportation plan.

Mr. Chris Guzzi of P& W Railroad agreed with what previous people have said, and also remarked noted that there still remain low bridges on main freight routes in the Worcester area.

Finally Mr. Carl Hellstrom of the CMRPC discussed his commission's challenges allocating state money for transportation projects, e.g. its current $25 million budget exclusive of the I-90/146 roadway project. The CMRPC has been looking for a way to have freight representation in their decision making. Mr. Hellstrom asked Mr. Williams if he would be interested in being involved in the commission's technical committee as needed. Mr. Williams agreed.

Prior to the conclusion of the meeting, Mr. Berger notified everyone of the next round of meetings starting on February 2 and expressed his hope that everyone present at this meeting could attend.

Logan Air Cargo Operators and Customs Focus Group ***January 20, 1998***

The Massachusetts Freight Advisory Council, Air Shippers focus group was held January 20, 1998, 1:00 PM at the East Boston offices of the Massachusetts Port Authority (Massport).

Key Points of Meeting:

- Although the Ted Williams Tunnel improves access significantly, its use presents problems because:
  - Height limits are 13'-6" rather than the 14'-0" on state highways. Forwarders feel the Tunnel should be posted at 13'-9".
  - State Police do not allow "hazardous material" which the Federal Aviation Administration (FAA) allows to be carried on airplanes.
  - Trailer lengths of 48' are allowed but not two trailers that total 48'. (What about 53' trailers)
- Massport and forwarders agreed on the importance of Chelsea truck routes both in the City of Chelsea and the use of the East Boston rail cut as a separate access to/from Logan.
- There was general agreement on the benefits of a guide for truckers so that they could be kept up to date on truck exclusion routes and regulations.
- Forwarders agreed on the importance of improving/constructing several roadways including:
  - Truck queuing on Harborside Drive, Logan
  - The connection of the Ted Williams Tunnel with Route 1A
  - Grade-separation of Mahoney Circle
  - Other connections to Routes 1/I-95 North.
  - Airport roadways after completion of Central Artery related improvements
  - Concern with the ability to continue to transport hazardous material on downtown Boston surface streets after the completion of the Central Artery.
- Since the air freight industry has become geographically scattered partly as a result of roadway construction and partially to lower facility costs, forwarders could not agree on a single best place for Customs clearances.
- Forwarders expressed an interest in planning freight so that regional airports such as Manchester and Providence could complement Logan for air cargo movements.

Attendees Included:

Peter Blute	Executive Director, MassPort
Salvatore Calvino	Aviation Logistics Corp.
Mathew Connelly	United Parcel Service
William Doherty	Federal Express
Len Dunleavy	Fritz Companies
Bernie Enright	Air General & LAMCO
Neil Fitzpatrick	Boston Freight Terminals
Benno Forster	SwissAir Cargo
Adel Foz	Louis Berger & Associates
Bruce Goodwin	Dynasty International
Richard Macchione	Boston Bay Brokers, Inc.
Joe Meunier	Oceanair Inc.
Tom Muise	Air Cargo Transport
Chris Orphanides	Louis Berger & Associates
Robert Quinn	Federal Express
Bob Scully	Scolly Trucking
Nick Tzannos	Intercontinental Transport Services
Charlie Yelen	Massport
Mark Berger	MassHighway - Planning
Dennis Coffey	Executive Office of Transportation and Construction
John Fallon	MassHighway - Environmental
Daniel Gyves	Massport
Nhuy Hoang	Massport
Jim Jarvis	Massport
Steve McHugh	Massport
Patrick O'Malley	U.S. Customs
Bob Reyes	Massport
Angela Stecchi	Massport
Vic Weeren	U.S. Customs
Bob Williams	Massachusetts Freight Advisory Council, Chairman

Detailed Meeting Minutes:

The meeting began with Mr. Charlie Yelen, of Massport welcoming everyone to the meeting. Mr. Yelen then introduced Mr. Peter Blute, Executive Director of Massport. Mr. Blute gave introductory remarks explaining the importance of freight to Massport and to the overall Massachusetts economy. He also outlined Massports plans on expanding the cargo facilities on the airport. Overall cargo volumes at Massport are up 7% and international cargo volumes are up 11%. Mr. Blute expressed that he is eager to hear about the airport access and policy issues which should be addressed in order to get the competitive edge in cargo.

Mr. Yelen then introduced Mr. Dennis Coffey, of the Massachusetts Executive Office of Transportation and Construction. Mr. Coffey thanked everyone for attending and mentioned that this meeting is intended to be a dialog. He gave a brief history of MFAC and said that the group has previously met with truck, rail, and port representatives. MFAC plans to gather a list of projects, with the help of these focus groups, to be put on the regional Transportation Improvement Plan (TIP), and eventually the state TIP. After describing the mission of MFAC, Mr. Coffey introduced the Chairman of MFAC, Mr. Bob Williams.

Mr. Williams provided some introductory remarks and then asked everyone to introduce themselves around the room. This was done and Mr. Adel Foz of Louis Berger & Associates (LBA) began to provide a background for the discussion on what has been done so far. One question the group should think about is what they would like Massport to do on certain issues to improve freight transportation. Mr. Foz also mentioned that at this meeting, Massport has several people present who could answer certain specific questions the group may have.

Mr. Foz then began presenting graphics which LBA developed using the MassHighway Roadway Inventory Geographic Information System (GIS) database. These graphics include maps of Massachusetts showing all the major transportation terminals, the major roadways, and the primary rail lines and terminals in the state. Another graphic showed the capability of the GIS system to enlarge and show in detail areas of importance. This could be used to highlight an intersection, which may be a site that needed improvement.

When showing the rail graphic, Mr. Foz mentioned the possibility of the Canadian National Railroad shipping goods from Halifax to Ayer, and then from there to Boston or points west through the Hoosac Tunnel. This could drop the price of shipping containers by $200 to $250.

Mr. Foz next presented graphics of shipping data from Reebie Associates. This data divides the state into eastern and western portions and presents shipping data broken out by mode both for 1995 and for a 2005 forecast. This shipping data could also be broken out by zip code for an extra fee. The general reaction to the usefulness of the Reebie data is that it would not be of much use to companies unless it was divided up by zip code. Mr. Foz mentioned a suggestion that the state be divided into an eastern section in the Boston area, a central section in the Worcester area, and a western section in the Springfield area. Attendees of previous meetings felt this would be more realistic.

When Mr. Foz finished presenting the Reebie data, he presented a final graphic showing a map covering Logan airport and the surrounding cities and towns. At this point Mr. Foz mentioned a few possible issues for discussion in this area. These included: the connection of the Third Harbor Tunnel to Route 1A; the Chelsea truck route connection; a regulatory problem between the FAA and the Third Harbor Tunnel in relation to hazardous material; overweight permits not being issued; and the truck access roadway in South Boston.

The first issue raised by the focus group involved shipping through the Williams Tunnels. One question raised was why the height limit is 13' 6", and on the state highway system it is 14'. The tunnel should be posted as 13' 9". The tunnel is designed for a clearance of 14' to give some room for trucks that bounce. It was noted that in the winter months snow on the top of trucks can often set off the sensors, resulting in a $500 fine.

Another issue relating to the tunnel was the transport of hazardous material. Goods such as nail polish remover, and cigarette lighters are considered hazardous by the Boston Fire Chief and are not permitted in Boston tunnels; however, they are not considered hazardous by the FAA. Coordination between the FAA and Boston Fire Chief is needed to resolve this issue.

A third issue relating to transport in the tunnels is the truck length. A truck that is 48' is allowed in the tunnel but a 28' truck with a 20' tag-a-long is not allowed.

Next, the issue of the Chelsea truck route was brought up. Mr. Blute said that this is an issue being worked on and it is a top priority state project.

Mr. Foz then briefly discussed the need for coordination between the different agencies which regulate the transportation of freight cargo. MassHighway said that a lack of coordination between agencies regulating shipping results in many different interpretations of the regulations. This basic problem occurs in many instances as seen in the previously mentioned issues related to tunnel transport.

Next, Mr. Foz mentioned the idea of putting together a guide of truck exclusion routes and state regulations. The focus group agreed that this would be very helpful and would keep everyone up to date on the regulations.

The next item discussed by Mr. John Fallon of MassHighway was the status of improvements to Bell Circle/Mahoney Circle. Five roads feed into this rotary which has the second highest number of accidents in the state. A feasibility study has been performed and three options were presented, all of which involved the grade separation of Route 1A. The project has been scoped for an EIR and a scope of work was recently drafted. An RFP to be issued in the spring. It will probably be four or five years before construction is begun and construction will most likely take two to three years. Mr. Foz suggested that in order to make this project a priority and to ensure that it stays on schedule, a letter, if not several letters, should be prepared and sent to MassHighway, the regional MPO, and Massport. A concern was raised that improving Bell Circle/Mahoney Circle would only push the clog of traffic further north towards Route 1. It was mentioned that a Lower North Shore Transportation Planning study is currently being undertaken which addresses that issue.

The Chelsea St. truck access road should also be addressed. Currently the lanes, traffic signals, and other conditions in Chelsea discourage truck shipping. One solution would be to develop the Conrail right-of-way as a dedicated truck route. This route would provide a direct connection to Logan from the Chelsea Street Bridge. It would result in a decrease in traffic, an increase in safety, and an improvement in the general quality of life in East Boston.

The group next had a long discussion on where the Customs' air office should be located. Some freight forwarders said that they often go to New York instead of Boston because of access problems to the airport because of Customs' restrictions. Some argued that freight clearances should be filed at the airport, others questioned whether the Customs Department will have two offices instead of one. Some wanted the air and seaport forms filing to occur at the same location. The air freight industry was also characterized as fragmented. Companies are moving out of the city because of all the current road construction. Customs mentioned a new cargo building is being built at Logan, while others claimed that this will not satisfy the need at Logan. There is just not enough space at Logan. Another cargo area will be on-line by 2001 and still another by 2002. These buildings are looked at as pass-through facilities. A representative of Swiss Air said that he was afraid of

forwarders moving their business to New York because of the difficulties in shipping goods out of Boston.

Other road problems include the queue of trucks on Harborside Drive. The extension of the Ted Williams tunnel to Route 1A North was also talked about. It is at the preliminary design level now, and construction will start in September 1999. In December 2001, the construction for this contract will be done and a new contract will be taken up to finish any projects not yet finished, most likely roads on the airport. Massport also mentioned that it received faxes on local road detours due to construction. The industry representatives said that they would like to receive these faxes as well.

The group briefly discussed hazardous material regulations in relation to the Central Artery. It was agreed that hazardous material transport will become a difficult issue when the Central Artery project is completed. At this point in the meeting, Mr. Foz recapped the main points of the meeting.

Mr. Foz discussed freight forwarders spreading out geographically across the region. This compounds the problem of meeting customs cutoff clearance time for Logan. The result is more cargo traffic going through New York instead of Boston. The problem of where to put the Federal Customs facility is a difficult one. Another issue is the improvements of Mahoney Circle and north to I-95. This issue, however, would not influence where forwarders locate. A third major issue is the transport of hazardous material which includes both current regulations and future regulations in relation to the completion of the central artery.

Mr. Foz was then asked a question about the growth of Logan and its relation to the other regional airports such as Manchester and Providence. Mr. Blute believes that Logan complements other regional airports. It was suggested by members of the group that the communication between airports be improved and planners should take a more detailed look at how the regional airports could further complement each other and work together more efficiently to reduce gridlock.

Some attendees of the meeting re-emphasized the need for cargo-related planning on the airport relative to the lack of space at Logan. Some disliked the development of parking on Logan and believed that land could be put to better use.

When the discussion subsided, Mr. Blute then thanked everyone for attending and said that Massport will address the issues discussed today. Mr. Blute mentioned possibly setting up an inter-departmental working group on Cargo. Briefly Mr. Blute answered questions about Massport's relationship with Chelsea and Revere. He said that Massport has good relations with Chelsea and would like to work more with the town to open things up for business. Mr. Coffey thanked everyone for coming and the meeting concluded.

Seaborne Freight Forwarders and Customs Focus Group ***January 20, 1998***

The seaborne freight forwarders focus group was held January 20, 1998, 4:30 PM at the State Transportation Building.

Key Points of Meeting:

- Introductions to the MFAC outreach effort and the data MFAC has collected
- The inconsistent issuing of overweight permits, the location of the Customs office, and truck routes in South Boston were briefly discussed.
- Many shippers said they often ship to New York instead of Boston. They do this primarily because of the economic conditions. Many attendees felt that if improvements were made to the Port of Boston, shippers would often still go to New York because there is such a large cost and time difference between the two ports.

Attendees Included:

Rick Armstrong	Seaport Advisory Council
Mark Berger	MassHighway-Planning
Dennis Coffey	Executive Office of Transportation and Construction
David J. Petta	U.S. DOT
Vic Weeren	U.S. Customs
Bob Williams	Massachusetts Freight Advisory Council, Chairman
Adel Foz	Louis Berger & Associates
Hy Goldman	T.C.L.
Jack Hughes	Boston Freight Terminals
Kevin Laffey	Expediters International
John O'Brien	Global Trade Association
Chris Orphanides	Louis Berger & Associates

Detailed Meeting Minutes:

Mr. Bob Williams, Chairman of MFAC, began the meeting by introducing himself and suggested everyone introduce themselves around the room. Mr. Williams gave a brief description of MFAC and its outreach effort throughout the state. MFAC would like to know any problems anyone has had in shipping freight in Massachusetts.

Mr. Dennis Coffey of the EOTC further described MFAC's outreach effort. MFAC was established roughly three years ago in order to get all modes of freight participating in state freight transportation issues. MFAC wants to provide the freight industry with a voice in the state process. Freight should have a say in the development of the state and regional Transportation Improvement Program (TIP). The freight industry's representation in regional and state planning and policy should eventually make the state more competitive. The state has hired Louis Berger & Associates to help conduct the freight outreach effort which has resulted in numerous focus group meetings with all different modes of transportation.

Mr. Adel Foz from Louis Berger & Associates, presented graphics which LBA developed using the MassHighway Roadway Inventory GIS database. These graphics include maps of Massachusetts showing all the major transportation terminals, the major roadways, and the primary rail lines and terminals in the state. Another graphic showed the capability of the GIS system to enlarge and show areas of importance in detail. This capability could be used to highlight an intersection, which may be a site of needed improvement.

When showing the rail graphic, Mr. Foz mentioned the possibility of Canadian National shipping goods from Halifax to Ayer, and then from there to Boston or points west through the Hoosac Tunnel. This could drop the price of shipping a box by $200 to $250.

Mr. Foz next presented graphics of shipping data from Reebie Associates. This data divides the state into eastern and western portions and presents shipping data broken out by mode both for 1995 and for a 2005 forecast. Some projections for 2005 are suspect, including a projected decrease in intermodal shipping. This data could be compared against data gathered by the Massachusetts Port Authority (Massport) which has calculated the number of container shipments by community. This shipping data could also be broken out by zip code for an extra fee. The general reaction to the usefulness of the Reebie data has been that it would not be of much use to companies unless it was divided by zip code. Mr. Foz mentioned a suggestion that the state be divided into an eastern section in the Boston area, a central section in the Worcester area, and a western section in the Springfield area. Attendees of previous meetings felt this would be more realistic.

When Mr. Foz finished presenting the Reebie data, he presented a final graphic showing a map covering Logan airport and the surrounding city and towns. At this point Mr. Foz mentioned a few possible issues for discussion in this area. These included: overweight permits not being issued, a lack of coordination between agencies which oversee transportation in Massachusetts, hazardous material transport regulations, regulations for traffic between main and satellite facilities, and potential loss of truck routes to development pressure in South Boston.

A member of the meeting mentioned that in some cases overweight permits are being issued. Another stated that the development in South Boston is west of the truck routes. These routes will not be opened to regular travelers because the development pressure is not in the area of these roads.

The U.S. Customs Port Director remarked that they are planning to have two offices open until 8:00 p.m. In the future, the possibility will be left open to only have one place to file port freight. The shipping industry has been very mobile lately in respect to where their offices are located. This has caused a lack of consensus as to where the Customs office should be located.

In discussing why some freight from the Boston region sometimes goes to New York instead of Boston, the attendees stated that the shipper doesn't care how goods get to their destination. The shippers just care the that it gets there when it is supposed to. Forwarders use the port of New York at times because of customs cut-off times, other times because the economics make more sense.

Quonsett Point was also discussed as competition for Boston. However, this port was not seen as a threat to Boston. Most of the freight forwarders are in the Boston area and Quonsett Point doesn't have a crane yet.

The group next discussed if improvements to the Port of Boston would bring additional shipping. Some felt that if a rail connection was built to the port, then it would make the port much more attractive. However, others said that a rail connection to the port is something that will never happen. The economic reality is that New York will get shipping no matter what improvements are made in Boston. The main problem with the Port of Boston is that it is too expensive. The difference in dollars between Boston and New York is in the six figures per year. Boston is roughly $30,000/hour and New York is about $25,000/hour. A few other suggestions are to better utilize the Fish Pier building to promote business, and to contact the Conect group to get their input.

On February 2, the first of a second round of regional meetings to bring the different industry sectors together will take place in Boston. Other meetings will follow for the other three regions of Massachusetts. As a result of these meetings, MFAC plans to provide EOTC and MPOs with a prioritized list of transportation projects and policy actions intended to enhance the competitiveness of Massachusetts industries.

New Bedford Strategic Planning Group ***April 23, 1998***

On April 23, Messrs. M. Berger (MassHighway), D. Coffey (EOTC), A. Foz (LBA), and C. Orphanides (LBA) attended the 1:00 PM Massachusetts Freight Advisory Council Meeting in New Bedford. A discussion followed and detailed notes are attached. The discussion raised the following major points:

Key Points of Meeting:

- MFAC goals and history were introduced.
- New Bedford is conducting a harbor development purpose and needs study.
- New Bedford is in the process of making decisions on funding for truck staging and intermodal facilities.
- New Bedford is concerned that new freight developments may not be fully utilized once they are built. Some attendees recommended conducting cost/benefit analysis and others felt there already have been too many studies conducted.
- New Bedford is unsure where the city will get funding to develop transportation improvements. Attaining funds from a state infrastructure bank was suggested as a possibility, as was forming a regional government authority.
- It was noted that the concerns of New Bedford will be expressed in the MFAC report.

Attendees Included:

Mark Berger	MassHighway-Planning
Jim Burgess	NBRAC
Dennis Coffey	Executive Office of Transportation and Construction
Jorge Fortis	Wareham City Council
Preston Grandin	Seaport Advisory Council
Jacquelyn Hall-Smith	City of New Bedford, Strategic Project Coordinator
Dave Kennedy	City of New Bedford, Planning Department
Peter Kortright	Horizon Planning Group
Marty Mauly	City of New Bedford, Harbor Development
Frederick R.	Satkin Mills
Matt Thomas	City of New Bedford, Development Council
Bob Brandwein	Policy and Management Associates, Inc.
Adel Foz	Louis Berger & Associates (LBA)
Frank Mahady	FXM Associates
Chris Orphanides	Louis Berger & Associates (LBA)
David Spillane	VHB, harbor masterplan consultant

Detailed Meeting Minutes:

The meeting was begun by Mr. Dennis Coffey of EOTC. Mr. Coffey briefly discussed the goals and history of MFAC. Mr. Mark Berger of MassHighway was introduced as the state's project manager and Mr. Adel Foz was introduced as the consultant performing the study in conjunction with the state. During introductions Ms. Jacquelyn Hall-Smith noted that there are two improvements to the city which she would like to discuss: improvements harborside and railside.

The purpose of MFAC is to provide the freight community with more of a voice in state transportation decision making. MFAC has conducted numerous meetings throughout the past eight to nine months with members of all modes of transportation and RPAs throughout the state. MFAC has also conducted a statewide meeting with both the state's RPAs and freight industry representatives together. The purpose of these meetings has been to identify issues, policies, and projects for state freight.

Mr. Foz next provided an overview of the different issues which have surfaced at these previous meetings. Issues touched upon include the following: dangerous highway interchanges; truck stops; inconsistent regulation of overweight containers; transport of hazardous material; the extension of double stack rail capabilities; limited land at Logan airport and freight forwarders moving from the airport; the future of the Port of Boston; improved signage for freight transport; truck exclusion routes; needed freight representation with MPOs and RPAs; and factors which inhibit industry in Massachusetts such as a large warehousing tax.

After this overview was provided the group discussed rail, air, and intermodal transport as it relates to New Bedford. Many fish products trial from Middleboro to New Bedford by rail for processing. Much also come by air and others by ship. Having a cold storage facility at a New Bedford intermodal facility would be very useful, assuming the local fishing industry comes back.

The attendees next asked about the implications of freight forwarders moving off of Logan and if any statistics were available. They wondered if this was a shift which may continue in the future and benefit New Bedford in the long run. Statistics are most likely not available on this subject. Freight forwarders often only think and plan in the short term so it is difficult to tell if this trend will continue and have a long term effect on New Bedford.

Others wondered how Massachusetts will fare with respect to rail consolidation. Mr. Foz stated that he believes the state will most likely benefit from rail consolidation. Rail consolidation will match two large competitors against each other to vie for control of the state rail market. This should lower prices of shipping in the state. Other attendees wondered what will happen with Quonsett Point in Davisville, RI. Rhode Island is encountering strong opposition to developing this site but its future is unknown.

The group discussion next moved to specific development in New Bedford. A purpose and need study is currently being developed for harbor development and funding decisions are being made for the development of a truck staging area and an intermodal facility. One attendee stated that New Bedford has all the basic features for an intermodal system and it only needs to be upgraded. This has been recognized but nothing has been done about it. In the meantime businesses are leaving the area. Others stated that too many parochial agencies are holding up development in New Bedford.

Another attendee stated that New Bedford should take advantage of the marine science cluster in the region and develop with an emphasis on the science cluster.

New Bedford representatives would like to have a better idea of the use facilities would receive if they were built. If the decision is made to build these facilities, representatives aren't sure where will the funding come from. Mr. Foz thinks the success of large scale development in New Bedford will depend on a market of opportunity. His opinion is that if the fish come back to local waters, then the developments will be successful. However, he and others pointed out that there is no sure way to know if these developments will be used.

Mr. Coffey drew a comparison between developing double stack rail and development in New Bedford. His thoughts are that if double stack rail capability is built, and the state provides some assistance, then it will work. He believes the same is true for development in New Bedford. However, as with double stack, if development doesn't take place in New Bedford, business will be lost.

Mr. Coffey's point was contested by Mr. Mahady, who argued that a cost/benefit study must be performed to ensure that development in New Bedford is appropriate. He stated that the seafood industry in Massachusetts is larger than the biotech industry and that the effects of this industry should be studied. Others believed that southeastern Massachusetts is often left out of statewide planning and it may be difficult to get state money for the development of facilities in New Bedford.

A participant remarked that New Bedford needs a refrigerated facility and an improved rail line. The city just recently lost two large international contracts because its facilities couldn't handle the workload. The port is known as a very fast port and he believes it is not living up to its full potential because of poor facilities.

Much of the remaining discussion focused on how projects in New Bedford could be funded and would these projects receive enough use. Mr. Coffey mentioned a new federal trial program in Massachusetts which will establish a state infrastructure bank. This could provide a funding option New Bedford could use for development. Mr. Spillane of VHB wondered if there are any markets to consider for New Bedford development other than fish, fruit, traffic with the islands, and cultural links or international connections. No markets were suggested. He also noted that Quonsett Point is currently competitive with New Bedford and may be competitive with Boston in the future. Mr. Foz stated that the situation for development in New Bedford is a catch-22. If nothing is built in New Bedford and the fish come back, then an opportunity is missed. If development does occur and the fish don't come back, then the new facilities may not be used to their full capacity.

Mr. Peter Kortright of the Horizon Planning Group stated that the New Bedford region could possibly fund these projects in the form of a regional government authority. Mr. Mahady reiterated that economic studies should be done before development takes place. On the other hand, Mr. Fred Satkin of Satkin Mills stated that too many studies and plans have been done already and New Bedford should go ahead with development.

Ms. Hallsmith, the City of New Bedford's Strategic Project Coordinator, wanted to be reassured that New Bedford's voice will be heard through MFAC's study. Mr. Coffey and Mr. Foz clarified that New Bedford's issues such as improving the port will be put in the MFAC report. The state and local MPOs and RPAs will be informed through this report. The regional development decisions are really made by local MPOs and RPAs putting projects in their regional Transportation Improvement Program (TIP).

A few final points were made and the meeting came to a close. Some attendees wondered if the region or the state could develop a strategic plan as a business might. This could possibly speed up development. Mr. Foz mentioned Reebie Associates data as a possible tool to analyze the feasibility of development in New Bedford. Reebie produces shipping data based on SIC codes which may be analyzed at a ZIP code level.

Meeting with Kevin Kiley, Massachusetts Motor Transportation Association
June 20, 1997

On June 20, 1997, Adel Foz and Susan Obermayer (LBA) met with Kevin Kiley President of the Massachusetts Motor Transportation Association (MMTA) in his office

After I summarized the scope of work, we discussed the role of the MFAC which he sees as helping to enhance state awareness of all transportation modes.

The trucking industry's perception is that freight needs are not at the heart of MA transportation policy.

Mr. Kiley cited the state's role in creating an intermodal Transportation Park near Keniston in North Carolina. It's 15,000 acres, near an expanding airport, and it has two railheads. It can deliver goods anywhere in the world within 48 hours. New England has nothing comparable; even Logan Airport is losing mail business to Kennedy in New York. Such a facility would have to be in MA to draw in freight from all New England.

He thinks the MFAC still has a chance to turn the policy situation around and to educate state policy makers about the importance of a viable freight industry. He feels it will also take involvement by big local manufacturers such as Gillette, Raytheon, Digital, and Reebok. He contrasted the situation here with that in Connecticut where the state recently cut fuel, property, and inventory taxes.

Trucking: The majority of interstate trucking is into MA; there is very little backhaul. Local truckers are often underbid on backhauls by carriers from out of state.

He feels that Quonset Point, RI, has cut into Boston freight market. He thinks Pease is not in a good location to divert much traffic from Boston. He expressed a concern whether the sale of Conrail would mean no reliable train service east of New York? He also saw Montreal as a potential competitor for Boston.

He was concerned about the continued viability of use of the Central Artery roadways for fuel distribution after completion of the Big Dig. This may become a costly issue for metropolitan Boston if fuel depots move to Providence, RI, or Portland, ME.

Business Climate: The trucking industry feels that MA still has a bad reputation of discouraging business in MA. Retaining manufacturing in the region is needed to maintain the trucking business in MA, but he feels that it has to be approached as a regional rather than individual state challenge. Mr. Kiley cited the idea of imitating the North Carolina Transportation park in New England and locating it next to Bradley Field in Connecticut with a truck terminal in either Westfield or Westover Air Force Base, that is combining air, rail, and road modes into a single facility with state help.

He believes that convincing industries to move to Massachusetts will require an integrated freight transportation system and policies designed to encourage the move. The trucking industry feels that state policy pays too much attention to glamorous high tech software activities and not enough to nuts and bolts transportation of goods.

As an example, he cited the lack of operational coordination among MassHighway, MassPike, Massport, and the State Police about the kind of car carriers that are allowed on the roads under different jurisdictions. Thus, what is acceptable on a state highway may be contravening regulations on the MassPike.

He suggested that the state have someone coordinating trucking regulations at a policy level, e.g. an Assistant or Under Secretary for Intermodal Affairs at EOTC, so that the perception and reality of the Massachusetts business climate changes.

MFAC Issues: He felt that in addition to accomplishing the double stack improvements, a sustained marketing splash will be needed to make shippers aware of its availability.

Study: Mr. Kiley feels that relevant data is difficult to get because it has to address the dynamics of shipping decisions, a rapidly evolving, ad-hoc environment. He suggested talking to the ATA Foundation for data.

Trucking is about 85% of freight movement tonnage in MA, 11% or so is rail, and 7% is water (unclear whether this includes petroleum products).

Contacts: Mr. Kiley offered a number of people to contact using his name as an introduction. He later sent a list of names and phone numbers of people who might be interested in taking part in a mode focus group.

Meeting with Heidi Eddins, Massachusetts Railroad Association ***June 20, 1997***

On June 20, 1997, Adel Foz and Rajesh Salem (LBA) met with Ms. Heidi Eddins, President of the Massachusetts Railroad Association (MRA) in her office at the Providence & Worcester Railroad. Mr. Frank Rogers, P&W Director of Marketing and Sales also attended the meeting.

After I summarized the scope of work, we discussed the role of the MFAC and discussed conditions in the Massachusetts railroad industry.

Railroads: Rail freight for Massachusetts railroads runs about 85% east-west and 15% north-south. Selkirk, NY, is the main hub west for MA rail shipments. Shipments from Halifax, NS, west and south are containers rather than commodities.

The domestic, in-state issues, of MRA are not really port-related. The member railroads are much more concerned with double stack clearances west of Worcester. Class I railroads only receive federal funds for grade crossing improvements. The Class III railroads in New England need help to rebuild their bridges given the 263,000 load limits of older bridges. This will become a bigger problem as double and triple trailers become available on highways and the Class I railroads ship on cars that require 315,000 (lbs.) bridge ratings. There will also be a question of how to provide them assistance in an even-handed manner and yet without the help of FRA funding.

The MRA supports rehabbing highway bridges to double stack clearances wherever possible and grade-crossing improvements.

Backhaul is an issue for MA railroads. Ms. Eddins sees the breakeven point for intermodal at less than 200 miles.

She sees growth for CSX coming from domestic freight, especially from Philadelphia north. She also feels that NS and CSX are going to compete more aggressively with trucks and that, as a result, short-haul drayage will grow in MA.

She felt that the logistics issue would lead to shared or joint use of rail rights of way.

Business Climate: The MRA feels the state should help identify land for industrial development that can be served by rail. This can be done in several ways such as creating a loan program to cover the costs of providing utilities, a change in brownfield legislation, and/or assistance with the fact that most communities in Mass. now prefer commercial to industrial development. The association believes that state policy is discouraging land use for industry and that NIMBY sentiments are preventing expansion of industry. The state can step in where federal regulations are silent.

Study: Ms. Eddins was concerned about the potential anti-trust issues involved in having several railroads discussing common issues together.

For the rail focus group, she recommended getting representatives of the 8 railroad members of MRA together with Conrail and Intransit Containers for the first focus group. She would hold it in the morning and then add shippers in the afternoon.

Contacts: Ms. Eddins offered a number of people to contact using her name as an introduction. She later sent a list of names and phone numbers of people who might be interested in taking part in a mode focus group. The list is attached.

Meeting with Bob Williams ***June 25, 1997***

On June 25, 1997, Adel Foz of Louis Berger and Associates met with Bob Williams, Chairman of the Massachusetts Freight Advisory Council (MFAC) in his office.

After summarizing the scope of work, they discussed the history of the Council and its mission statement: to assist carriers and shippers in providing legislators and regulators with input from the freight industry. Mr. Foz and Williams then discussed a variety of events and facts which affect the issues the MFAC needs to address.

Rail and Intermodal: First double stack trains came to Worcester in 1987. There were only piggybacks before that. Conrail fixed bridge clearances from Framingham to I-495 to accommodate GM tri-level rail cars. 1992 forecasts for double stacked freight has now been surpassed in Worcester/Central Massachusetts -- including both Ayer and Palmer.

Intermodal operators feel that a truck to port emphasis is more appropriate than a rail to port emphasis because that is how the bulk of intermodal traffic moves in Massachusetts. Access to intermodal yards in central MA is much better than in Boston because it reliably takes less time and because distance to the yard is a big concern for shippers. He believes the State's trade volume would be enhanced if attention focused on improving the double stack connections to the Worcester area rather than just Boston.

Shippers are concerned about time spent in yards, the absence of complications getting containers, and the condition of chassis.

Mr. Foz and Williams also discussed the intermodal connections to Chicago, New York, and Montreal that might be provided by CP, CN, and associated railroads. But it appears to be a very fluid set of options that varies very fast.

Conrail has generally provided very good, reliable intermodal service including easy access to information that locates cars on its system.

Intermodal service is seasonal in this area because vegetables are trucked from August-December.

MFAC Issues: The MFAC is a conduit to help set guidelines for freight industry. There has not been much support from big shippers such as Reebok, Gilette, and liquor industry. He thinks that it's partly the result of having access to their own/contracted fleets and partly the result of a sense that it doesn't make much difference. Their feeling is that Massachusetts responds so much to voters rather than business interests that its policies are too reactive to consistently address shippers' long term interests.

The freight industry also feels that, despite the wording, ISTEA is so focused on passenger concerns that intermodal access has suffered.

There is no big problem with regulatory issues since Federal rules preempt local regulations.

Mr. Williams feels that keeping manufacturing in MA is a big issue. Things such as the inventory tax have prompted an out-migration of businesses that is not good for the freight industry in MA, e.g. the location of a major Staples distribution center just over the border in Connecticut rather than here. The tax is a burden on manufacturers yet small in comparison to tax breaks given other industries, e.g. Foxboro.

Mr. Williams experience is that smaller shippers don't know the international import-export business and that despite some efforts by Massport, state assistance with overseas shipping has not proved very successful.

There is a thriving LTL business but mainly in air freight because many shippers are high-technology firms that make relatively few bulky, high volume products. However, the logistics management groups are growing rapidly beyond their recent 20-30% share of the market because of their ability to provide one-stop shopping. He expects them to be dominant within 10 years, controlling 50-60% of the market and probably most of the international market, because smaller operators have fewer contacts out of the country. The five major intermodal companies in MA are: Hub, Alliance, Mark 7, CH Robinson, and Landstar.

Mr. Williams suggested counting the numbers of employees in manufacturing as a way of reminding legislators of how many voters are affected by their decision about freight policy. He doesn't think the traffic managers of big shippers are likely to be helpful because they outsource so much work.

Mr. Williams sees many of the freight issues as New England rather than exclusively MA issues but that the state is the key to coordination and cooperation for enhancing the region's economy.

New England as a whole and MA itself are net importers.

Study: Mr. Williams felt that dividing the state into three rather than four regions was best. He sketched three north-south corridors:

- Boston -- east of Rte 128,
- Worcester from I-495 west to Orange and Athol and including Providence in the south
- Springfield west from Athol and Orange and including Hartford in the south

As to specific roadway access problems he noted that it was mainly a Boston problem. Access to the Springfield rail yard is a bit tight and Worcester has a low bridge at Southbridge Street, but aside from that kind of thing the central and western parts of the State have acceptable conditions. He feels that it is important to connect the Ted Williams Tunnel to Route 1A to provide reliable access between the Conley Terminal in Boston and New Hampshire. His sense is that there may be a truck access problem on the surface of the buried artery and that this may create major freight movement problems in the Boston area.

Mr. Williams thought that the early part of August was a better bet for focus group meetings than July.

Contacts: Mr. Williams offered a number of people to contact using his name as an introduction:

- Bob Bentley, Massachusetts Central railroad at 413-283-2911
- Bob Alwell at Conrail 908/732-906-3019
- Allan Marks at Hub 508-485-7300
- Hughanna Brennan in Missisauga/Toronto 905-566-3819

Nantucket Planning and Economic Development Commission ***November 26, 1997***

On November 26, 1997, M. Berger and A. Foz conducted a telephone interview with Ms. Elizabeth Giannini of the Nantucket Regional Planning and Economic Development Commission at 508-228-7237.

After introductions and M. Berger's description of the MFAC project, the following major points were addressed:

The vast majority of goods are transferred via the Steamship Authority ferries operating from Hyannis; some bulk commodities such as asphalt and construction supplies are barged to the island. The Steamship Authority will have names of shippers and statistics -- see contact list below. A warehousing/distribution center is evolving near the airport, but access to it remains a major problem.

The amount of construction activity on the island is such that the past summer saw great concern that freight was being moved too slowly. Ms. Giannini reported that the Steamship Authority is completing a study of mainland freight terminal alternatives which is pointing strongly at New Bedford as the preferred site for such a facility. This would relieve street congestion and truck circulation/parking problems that are plaguing Hyannis and improve freight flow.

The Commission has studied and identified a location for a bulk freight pier; local opposition and the need for state funding have held it up.

Fuel is brought in and stored at a privately owned pier. These tanks are being phased out. There is ongoing discussion of construction of a 1-2 mile pipeline to a fuel farm at/near the airport; although it would relieve street congestion, residents are against the idea and there is no timeline to proceed with the project.

Most of the solid waste generated on the island is being recycled at a one year old plant. The landfill is being phased out. The Cape Cod Commission has talked about sending railcars to the island for collecting solid waste for disposal at SEMASS, but it won't work because all railroad tracks on the island have been removed.

The biggest freight-related community issues are 1) the problems associated with big trucks circulating downtown after they come off the ferry, and 2) delivery trucks blocking streets. The first problem is most acute at the intersection of Union and Francis Streets where a historic house blocks improvements; the historic commission is against moving it. The proposed intersection improvements are not on the TIP.

The Steamship Authority is hiring a consultant to estimate the impact of a new freight terminal on the cost premium paid for food and goods on the island; residents are concerned about this issue as anecdotal evidence suggests the current cost premium is on the order of 20%.

Contacts:
Steamship Authority 1-800-352-7144
Armand Tiberio, General Manager, and Wes Ewell, freight
Nantucket Airport 508-228-7304
Fred Yeager
Nantucket Public Works 508-228-7274
Jeff Willett

Martha's Vineyard Commission ***November 25, 1997***

On November 25, 1997, M. Berger and A. Foz conducted a telephone interview with Mr. David Wessling of the Martha's Vineyard Commission at 508-693-3453.

After introductions and M. Berger's description of the MFAC project, the following major points were addressed:

The island's freight consists mainly of food, fuel, and building materials. Except for fuel, most goods are moved by the ferries of the Steamship Authority from Woods Hole. Fuel comes on barges or trucks from New Bedford. Vineyard Haven is a year round port; both the Authority's ferries and RM Packer's fuel barges dock there at separate facilities. Final planning is underway for construction of a new terminal at the airport. A small business park is evolving next to the airport; it includes Carroll's (a local warehouser/distributor), United Parcel Service, and Federal Express.

Roadways and major intersections are seasonally congested, e.g. there is a problem with vehicle size at Five Corners near the ferry terminal. Islanders are clear that they don't want wider roads. A repaving project is on the TIP.

Mr. Wessling reported that although freight is not a major issue per se for the Vineyard, the issues are as follows:

Tariffs: there is hope that shipping freight from New Bedford would reduce the premium on goods from roughly 20-25% to nearer half that magnitude. The Commission would like a simpler tariff structure.

New Bedford: the Steamship Authority is studying use of a new freight terminal there to relieve roadway congestion on Cape Cod. The islanders feel that a change in the Authority's enabling legislation is needed so that they do not have to pay for debt associated with the new facilities.

Trucks: there is concern about truck size vs. narrow roads. Designation of a hazardous material route has been discussed, but it is not a serious issue.

Rail: there has been talk of using rail rather than trucking to bring goods to the island. However, former rail right of ways on the Vineyard are now roads or beachfront.

Waste: the Vineyard has two refuse districts; solid waste is shipped to SEMASS in trucks via the ferries. Except for one town, septic lagoons are used throughout the island; solids are shipped to the mainland. Money is needed to build a wastewater treatment plant.

Mr. Wessling mentioned Cuttyhunk which is also part of Duke's County. Their freight services are oriented to New Bedford. Their major problem is the need for a marine terminal to handle solid waste as their landfill has been capped.

Contacts:

Steamship Authority 1-800-352-7144
Wes Ewell, freight
RM Packer 508-693-0900
Ralph Packer
Distributors
Cronin's, Steve Vernier 508-693-4457
A&P, Dana Di Gregorio 508-627-9522
Coddle's Building Supplies 508-627-4381

Berkshire Regional Planning Commission
November 26, 1997

On November 26, 1997, M. Berger and A. Foz conducted a telephone interview with Mr. Charles Cook of the Berkshire Regional Planning Commission at 413-442-1521.

After introductions and M. Berger's description of the MFAC project, the following major points were addressed:

1 The Commission acts as a planning resource for the County.

2 Mr. Cook would like data on total volumes of freight moving through his county by mode; data at a state or regional level is too gross since they cannot separate Springfield from other activities. All the information that is available to him is qualitative or anecdotal and not good enough for planning purposes. Ideally, the data would be broken down into northern, central, and southern sections of Berkshire County. He feels that if the state spent money to get such data, e.g. by zip code, it would be well spent.

The county uses the Remy Regional Econometrics model which is updated annually; they have run it through 2035. They believe that a trends-extended model such as DRI's does not present a fair assessment of the future.

3 Berkshire County used to have the densest manufacturing base in the state; tourism used to be only 5% of the economy. Despite the fact that General Electric employment is down to 2,000 from 10,000, manufacturing is still a larger contributor to the county's economy than tourism.

4 *Roadways:* the county suffers worst-in-state access to interstate highways. Truckers have been looking for shortcuts through towns which then seek truck bans.

Traffic volumes have been growing despite the declining population. The absence of modern north-south freeways for trucking is the worst transportation problem they have. Except for congestion in Pittsfield, the problem is that roads are slow because they reflect 19th century alignments and standards.

They have succeeded in putting an MIS on the TIP for an I-90 spur or Interstate to Pittsfield and North Adams; it hasn't started yet.

The County feels that the half-interchange at West Stockbridge on I-90 should be upgraded to a full diamond and two ramps added west of the town. This would help both the truckers and the Town, which has been seeking relief for over 20 years. Trucks going to the Lee truck stop at Exit 2 on I-90 account for 11% of traffic going through the Town.

A hairpin curve on Route 2 east of North Adams should be removed.

A runaway truck ramp designed for the Petersburg Pass in Williamstown should be built. He feels that signing, truck exclusion, and safety features in this corner of the state should be coordinated with both VT and NY.

Overall, he reports that while transportation is an important element in the recovery of the region's economy, it is not the only requirement. The addition of other projects to the TIP awaits completion of the MIS study.

5 *Bridges:* most of the bridges needed to connect distributors and manufacturers to the Interstate system have been upgraded. He has a list of those remaining to be done.

6 *Railroads:* the County has had an unsatisfactory history with railroads. They do not feel that the $2,000,000 public money spent to upgrade the Housatonic Railroad tourist train trackage did not serve its purpose as the project was not monitored or completed and trackage is not maintained. The County estimates that it would cost another $1,000,000 to upgrade trackage for tourist trains.

Relations between the Guilford Railroad and its local customers are not good. For example, a limestone mine in North Adams which has a rail siding on its property prefers to truck its product to Conrail facilities. The County feels that it would benefit more if the Hoosac tunnel were a roadway tunnel because most shipments are less than truck load or rail-car load.

There is east-west Amtrak service in Pittsfield. Approximately a dozen people a day use it; by contrast, buses carry 2,000 and roadways 20,000 per day.

7 *The Pittsfield airport:* is mostly general aviation with a number of executive jets. There used to be passenger flights to New York. The manager would like a full length runway for bigger jets. The state airport plan and related statistics have not been updated recently.

He suggested that businesses and planners in the county would find it much more attractive to attend a regional focus group in Westfield than Springfield. Mr. Cook offered use of his list of manufacturers which he believes is more up to date than the DPU list.

Meeting with Fred Jaeger, Nantucket Memorial Airport *December 19, 1997*

On December 19, 1997, Mark Berger (MassHighway), Armand Dufresne (Massachusetts Aeronautics Commission), and Elizabeth Giannini (Nantucket Planning and Economic Development Commission) met with Fred Jaeger Director of the Nantucket Memorial Airport in his office.

After summarizing the purpose of the meeting, we discussed the role of the MFAC.

The first topic of discussion centered on the air cargo transported to and from the island via the airport. Mr. Jaeger explained that outbound cargoes include cranberries, scallops, and mail; inbound cargoes include newspapers, donuts, Chinese food, flowers, and other food for merchants on the island. The United Parcel Service (UPS) and United States Postal Service (USPS) carry the bulk of the cargo. The USPS has proposed a sorting center at the airport, since currently mail is sorted at Buzzards Bay. UPS has a sorting center at the airport. Once the cargo arrives at the airport, local carriers transport food products to local merchants and residents. Mr. Jaeger indicated that a majority of food brought to the island is specialty foods ordered by residents such as Chinese food and McDonald's hamburgers.

The next topic of discussion was aviation fuel issues. Mr. Jaeger stated that fuel is currently barged to downtown Nantucket and stored in a pipeline facility resembling a "20-foot straw." In addition, fuel is also transported by tanker trucks, which in turn must board a steamship at Hyannis. According to Mr. Jaeger, two tanker trucks a day supply the necessary fuel to maintain the airports needs; the Steamship Authority gives the tanker trucks priority, except in bad weather when no steamships can operate. Hyannis cannot store fuel, which means tanker trucks must drive through congested town streets to access the ferry terminal.

The final topic of discussion focused around general airport maintenance issues. Mr. Jaeger explained that the airport runways must be maintained by pouring new asphalt on a regular basis. It costs about $128.00 per yard of asphalt, which includes the cost of transporting the asphalt trucks on steamships from Hyannis. Since these and other trucks, including tanker trucks, must access the airport on a regular basis, Mr. Jaeger proposed transforming the former railroad right-of-way, between a new freight pier and airport, into a haul road. The alternative to that, explained Mr. Jaeger, was for more freight to be transported by air, which would cost more.

East and Northeast Region Focus Group ***February 2, 1998***

On February 2, 1998, Messrs. M. Berger (MassHighway), Coffey (EOTC), Williams (MFAC), Foz (LBA), and Orphanides (LBA) attended the 10:00 AM Massachusetts Freight Advisory Council, East and Northeast Region Focus Group. A short discussion followed introductions and presentation of the MFAC process. The meeting attendees were broken into two groups for discussion and were reconvened for a final discussion and presentation. Detailed notes are attached. The discussion raised the following major points:

Key Points of Meeting:

- Introductions of MFAC to the attendees of the meeting.
- Inconsistent implementation of regulations causes many difficulties shipping freight. Regulations are not interpreted consistently for issuing overweight containers or regulating hazardous waste. The Massachusetts Turnpike (MassPike) Authority and Massachusetts Highway Department (MassHighway) are currently attempting to clarify interpretation of overweight container permitting.
- Many shippers would like the US Customs to establish extended hours at its off-airport operations. US Customs would like data on future demand in order to decide where to locate future offices.
- Upgrading railroads to accommodate double stacked trains is seen as a top priority in the region. Truck access to South Boston and Chelsea are seen as top priority issues.
- Many issues discussed can be put into three categories: existing access issues, actions to be taken on regulatory inconsistencies, and institutional issues involving coordination and policy. Some issues which discourage business in Massachusetts would be best brought to the attention of the state political system.
- Inadequate exit ramp geometry at the junctions of Route 3 and I-495, and Route 290 and I-495, causes numerous truck rollovers.
- The state is in the process of preparing a truck exclusion map for the Boston region.

Attendees Included:

Mary K. Beninati	MVPC
Mark Berger	MassHighway - Planning
Bob Brandwein	PMA
Toye Brown	Executive Office of Transportation and Construction
Ethan Britland	NMCOG
Dennis Coffey	Executive Office of Transportation and Construction
Armand Dufresne	MAC
Preston Grandin	Seaport Advisory Council
Dan Gyves	Massport Air Cargo Development
Bill Kuttner	CTPS
Patrick O'Malley	US Customs
Dennis Vecchiarello	US Customs
Victor Weeren	US Customs
Bob Williams	MFAC, Chairman
Gregg Barry	Hallamore Trucking
Pete Coumounduos	Cargo Transport
Adel Foz	Louis Berger & Associates
Paige Kane	Conrail
John O'Brien	Global Trade
Chris Orphanides	Louis Berger & Associates
Jon Seward	WaltBoston/Sand

Detailed Meeting Minutes:

Mr. Dennis Coffey of the EOTC began the meeting by welcoming the attendees on behalf of Secretary Moynihan. Mr. Coffey mentioned that the meeting is a culmination of a number of previous MFAC meetings throughout the state. Roughly 18 meetings with representatives of various modes of transportation throughout the state. This is the first of four regional meetings which will serve to synthesize and prioritize existing freight issues, and incorporate new issues and information. Mr. Coffey briefly described the role of MFAC assisting the state with their planning efforts. Mr. Coffey then introduced Mr. Bob Williams, private sector representative and Chairman of MFAC.

Mr. Williams briefly explained why the MFAC process is needed in Massachusetts, thanked the attendees for coming, and asked the attendees to notify others in the industry whom they think might be interested in the MFAC process.

Next Mr. Williams introduced Adel Foz of Louis Berger & Associates and asked everyone to introduce themselves around the room. This was completed and Mr. Foz provided an overview of the agenda for the day's meeting. Mr. Foz suggested breaking into small groups later in the meeting, and pointed out the meetings which have already taken place, and the up-coming regional and state meetings.

Mr. Foz explained the MassHighway GIS database graphics which were presented at the front of the meeting room. He quickly presented graphics portraying the state's rail system, road system, major transportation terminals, and regional transportation system. He next briefly discussed the Reebie Associates data and associated graphics. Reebie Associates divides Massachusetts into one eastern and one western section and provides shipping data by mode for these two sections of the state. The data is provided both for 1995 and projected for 2005.

At this point Mr. Foz discussed graphics which list state and regional issues. These issues were listed in a meeting handout as well. The goal of the effort would like to get some of these freight-related projects on the Transportation Implementation Program (TIP). Some of the state issues mentioned by Mr. Foz include:

- industry representation on MPOs and RPAs;
- economic conditions favor brokers assigning containers to New York;
- various problems with the interpretation of regulations;
- the need for someone to coordinate the agencies regulating freight;
- certifying truck weights at terminals rather than at other locations;
- having freight input included in rail r.o.w. abandonments;
- improving signage to intermodal terminals;
- problem of super elevation on interchange ramps; and
- regulatory concerns related to the state's attractiveness to business.

Not all state issues were mentioned at this time. Mr. Foz next quickly touched on some of the regional issues. These included:

- the Third Harbor Tunnel connection to Route 1A North;
- Mahoney/Bell Circle improvements;
- East Boston truck route between Chelsea and Logan Airport;
- the best location for Customs office;
- long range hazardous material issues pertaining to tunnels and the central artery;
- issue of Canadian National shipping freight cheaper through Halifax down to Ayer; and
- double stack issue relating to 9'6" containers.

After this introduction to MFAC, the group split into two discussion groups to further discuss and prioritize the issues.

Discussion by Group #1

The members of discussion group # 1 reintroduced themselves. Members included representatives from the MVPC, Hallamore Trucking, Ocean Containers, Conrail, Ocean and Air Space Cargo, Mass Aeronautics, and the US Customs Department.

The discussion began with hazardous waste transport. Differing hazardous material regulations between air and highway transport has caused problems transporting hazardous material in the Boston and Northeast area. Conrail said that transporting hazardous material isn't a major problem for them. The representative from Mass Aeronautics suggested that MFAC contact the FAA to get a hazardous material list from them. Mr. Williams believes the hazardous material transport problem is a matter of differing interpretations of the regulations.

On a similar note, Mr. Gregg Barry of Hallamore Trucking suggested that another problem is the regulatory autonomy of the MassPike relative to the MassHighway Department. Some substances are declared hazardous by the MassPike, but not by the federal government. The difference in regulations between the Turnpike Authority and MassHighway also causes problems in shipping oversized and overweight containers. The costs of taking overweight and oversized containers on the MassPike is much greater than MassHighway roads and is often cost prohibitive. Mr. Barry believes that overweight and oversized transportation shouldn't be limited to the extent that it is now on the MassPike. The MassPike is the best maintained and the safest highway in the state, Mr. Barry argued, therefore overweight and oversized containers should not be discouraged from using this road as they are now.

Another problem associated with differences in regulation occurs at the ports. The Ocean Containers representative said that daily differences in the interpretation of regulations causes inconsistent issuance, or non-issuance, of overweight containers. If a container arrives at the port overweight, Ocean Containers will not ship the goods. This often causes the shipper to find someone else to transport their goods who is willing to run back roads and risk getting caught with an illegal overweight container.

Mr. Foz and Mr. Williams, next discussed the list of regional issues to get a sense of the issues relevant to the discussion group members. The intersection at Route 3 North and I-495 was determined not to be an issue to truckers in the region. Truckers avoid this intersection.

Next hazardous material transport was briefly touched upon again. In trying to find out who had jurisdiction over this matter, the group said that Massachusetts Emergency Management doesn't have jurisdiction over a hazardous material case until after there is an accident. The Boston police are said to enforce the federal DOT hazardous transport regulations in the Boston tunnels.

The location of the Customs clearance facilities was discussed next. Seaport Customs are located in South Boston, Allston, and Malden. The air Customs would like to move out of a Massachusetts Port Authority (Massport) building. When they open up a new facility it will be open until 8:00 PM. They will have locations at Logan and Conley Terminal. Customs feels that many shippers, in suggesting locations for a new Customs office, are acting out of their own self-interest. Each company wants the Customs office in their own back yard.

Conrail stated that the truck access to South Boston and the completion of the CA/T connection to Route 1A North are important issues for Conrail. The truck route between Chelsea and Logan is also very important to the air freight community.

The discussion shifted to issues related to making the Port of Boston more viable. Expensive labor at the port was cited as an impeding factor to improving the port's attractiveness to shippers. Conrail claimed that bringing double stack to the port is not worth any advantages it would bring because of the difficulties trying to clear trains under the Prudential Center. Members of the discussion group suggested that three prime east coast ports will develop: Halifax, New York/New Jersey, and a third port further south.

The Canadian National connection from Halifax to Ayer was discussed. Customs noted that a container freight station has been approved for Ayer. Guilford will take the shipments from Maine to Ayer. The Hoosac Tunnel is being bored out to 8'6" and 9'6" clearance for goods to travel westward out of Massachusetts. It is said that the operators of this line are doing it to ship autos.

Double stack opportunities throughout the rest of the state were discussed next. Conrail suggests fixing bridges from west to east; the majority of the western bridges only require under-cuttings or track lowering. There are as many bridges from Framingham east as there are from Framingham

west. Conrail estimates that bridges which need to be modified to allow for east and west double stacking will be ready in five years. CSX is committed to making the rail system available for double stack as well. The railroads are really pushing for double stack to be a reality in Massachusetts. From Framingham east, the state owns much of the land on which changes need to be made in order to prepare for double stack. It is much slower to prepare these lines because of extra processes required by the state. Attendees felt that there will be a large benefit state-wide when double stacking is available throughout Massachusetts.

The double stack issue, and the dual enforcement issue with the MassPike and MassHighway were recognized as high priority issues. It was suggested that MFAC should get retailers involved in making these projects a top priority. MFAC could give them a position paper that they can sign onto. This may also get retailers further involved. It was also recommended that MFAC contact the Conect Group, Council of Logistics Management. The group also discussed having a high profile person/politician champion these causes in order to make sure they receive the highest priority. The MFAC could approach the Chairs of the proper government committees, or departments at the agencies involved.

To conclude the discussion group, Mr. Foz summarized some of the issues already discussed, and approached a few which hadn't been touched upon yet. Adding to the earlier dialogue, Conrail is upgrading the rail bridges for double stack clearance. Conrail doesn't take money from the state or ISTEA funds. The upgrading of these rail bridges would also support shortlines.

The new Conley terminal will have a truck scale. Improving signage is a high priority.

On the issue of overweights traveling between satellite and main terminals, Philadelphia was suggested as an example to follow. It was also suggested that the federal regulations might need to be changed in order to accomplish this. The railroads don't support this change in regulations.

It was confirmed that special truck routes in the region are a high priority. It was agreed that the state should be broken out into three regions for statistical purposes. This would only help if the data helped identify customers.

Finally, Mr. Berry remarked that the suggested projects and policy changes really only fit into a few categories. These categories are existing access issues, actions which need to be taken on regulatory inconsistencies, and institutional issues involving coordination and policy.

Discussion by Group # 2

Summary of the major points of the Group # 2 discussion, moderated by Dennis Coffey:

- There is potential for diversion of air freight from Logan to New Bedford, where a runway is being extended from 5,000 feet from 8,000 feet. Not much highway impact foreseen.
- There seems to be no planning of off-airport locations for freight forwarders; could the State have a role? This stretches US Customs resources and increases inspection-related delays. Customs would like to plan for the future but needs data. An advisory group like the Seaport Council may be able to address the location of freight forwarders.
- Customs provides longer service hours on the airfield than for off-airport freight operations, due to limited 9-5 hours at the O'Neill Federal Building. Longer inspection time for off-airfield cargo operations may encourage carriers to seek other routes.
- Canadian National routing to Ayer will affect the geographic balance of freight movements. Does the State know what percentage of the 380 containers/day in Ayer would switch to truck, and what the implications are? Local roads in Ayer are single-lane.
- Inadequate exit ramp geometry at the junctions of Route 3 and I-495, and Route 290 and I-495, causes numerous truck rollovers.
- Planning for interchanges along Route 3 from the NH line to Route 128 is in the FEIR stage.
- Decreased Massachusetts fuel taxes could increase fuel sales, as has occurred in Connecticut.
- There is confusion between Federal, regional and local regulations and permits for hazardous material transport. It was suggested that Federal regulations should prevail on a major route, rather than imposing additional regulations which have the effect of restricting localized movement by overseas shipments.
- There is daytime use of the Old Colony line for freight but the electric switches and automatic train controls installed in the MBTA upgrade result in more costly turnout charges for shippers. This may encourage low-volume shippers to switch to truck.

The separate discussion groups then reconvened as one group.

Mr. Bill Kuttner of the CTPS summarized the truck exclusion route map he currently is working on. Truck routes started in the region in 1937, though no one has ever collectively mapped them to see if they made sense as a unit. Mr. Kuttner is in the process of mapping the truck routes for both night and daytime routes. Before the truck routes are finished, they will be double checked by the towns and the state police lane by lane. Attendees of the meeting suggested that the map could eventually be linked with a GPS system for use by truckers. The culmination of this truck exclusion map may result in changes of truck routes if it is found that certain routes don't work well with others.

After Mr. Kuttner's presentation, Mr. Foz summarized some of the findings from the two discussion groups. It was agreed that keeping surface arteries intact, upgrading rail to double stack, and attempting to provide consistent enforcement of regulations are top priorities. Many issues which discourage business in Massachusetts are best brought to the attention of the state political system.

It was noted that the MassPike is about to embark on a review of their permitting. Upgrading interchange ramps and changing the classification of certain hazardous material are both very important.

Southeast Region Focus Group ***February 10, 1998***

On February 10, 1998, Messrs. M. Berger (MassHighway), Foz (LBA), and Orphanides (LBA) attended the 10:00 AM Massachusetts Freight Advisory Council, Southeast Region Focus Group. Discussion followed introductions and presentation of the MFAC process. Detailed notes are attached.

Key Points of Meeting:

- Introductions to MFAC and the data and a discussion of four types of issues raised to date. They are access, actions, institutional, and general concerns.
- The top freight priorities in the region were discussed: upgrading the New Bedford airport and the port. Developing a truck staging area in the harbor area is also seen as a high priority. Rail transport in the region is not a big issue, so long as the MBTA allows freight to be transported on their tracks.
- The possible development of a Provincetown roll-on, roll-off ferry to relieve congestion on the Cape's Route 6 was thought to be an attempt to solve a problem that wasn't there because trucks move off-peak.
- The upgrade of Route 24 to Federal Highway standards is seen as a major issue in the region. Many of the ramps onto and off of Route 24 are seen as very dangerous.
- Many representatives of the southeast region felt that the area near the intersection of Route 44 and I-495 is ripe for industrial development.
- A truck stop is needed in the region between Providence and Route 24. This is a high priority in the region. Several possible locations were offered:
  - I-495 and Route 24
  - I-495 and Route 44
  - I-195 in Seekonk or Swansea
- Frequent truck rollovers locations were identified:
  - Route 44 and 24
  - Route 24 and Airport Road in Fall River
  - Route 195 and 140 (mostly on 195 W to 140 N)
  - Interstate 93 and Route 24 (proposed in transportation plan)
- Nantucket's freight problems primarily include trucks traveling through the historic section of town during peak traffic hours. There is talk of developing a warehouse at the airport on the island. This may reduce truck traffic on the island because fewer trips would be needed.

Attendees Included:

Mark Berger	MassHighway - Planning
Dennis Coffey	Executive Office of Transportation and Construction
Pat Ciaramella	Old Colony Planning Council
Armand Dufresne	Massachusetts Aeronautics Commission
Elizabeth Giannini	Nantucket Planning and Economic Development Commission
Roland Hebert	Southeastern Regional Planning and Economic Development District
Charles Kilmer	Old Colony Planning Council
Jeff Levine	Cape Cod Commission
Mark Mizereck	U.S. Customs
Bob Williams	MFAC, Chairman
Richard A. Currier	Quincy Bay Terminals
Wesley Ewell	Steamship Authority
Adel Foz	Louis Berger & Associates
Hy Goldman	T.C.L./ Greylawn Food Co.
Chris Orphanides	Louis Berger & Associates

Detailed Meeting Minutes:

Mr. Dennis Coffey of EOTC began the meeting by welcoming the attendees on behalf of Secretary Moynihan. He briefly described the role of MFAC in assisting the state with their planning efforts. He mentioned that MFAC was started a few years ago as a means to get the freight industry more involved in state transportation decisions. Within this last year, MFAC began an outreach effort to the freight community in order to facilitate their involvement in state transportation decision making. Currently MFAC is conducting a series of regional meetings bringing all modes of freight transportation together for round-table discussions. Mr. Coffey introduced Mr. Bob Williams, private sector representative and Chairman of MFAC.

Mr. Williams briefly discussed the need for MFAC. He noted that the freight industry doesn't have much of a voice in state transportation decision making. Mr. Williams said that this is the 18th meeting held throughout the state as part of MFAC's outreach.

Next Mr. Williams introduced Mr. Adel Foz of Louis Berger & Associates and asked everyone to introduce themselves around the room. This was completed and Mr. Foz provided an overview of the agenda for the day's meeting. Mr. Foz then gave a summary of the types of transportation issues discussed in previous focus group meetings.

He said the issues fall into four primary areas. Access issues were discussed first. These deal primarily with retaining and improving existing transportation access. An example of this type of project would be to upgrade certain interchange ramps. Action issues were the second type. Examples of these issues are actions which need to be taken, such as producing a state trucking guide, or changing where trucks are weighed. A third type are institutional issues. These often deal with policy changes or a need for coordination between several regulatory agencies. An example of an institutional coordination issue is different interpretations of regulations by the Massachusetts Highway Department (MassHighway) and the Massachusetts Turnpike Authority (MassPike). An example of an institutional policy issue involves the effect of higher diesel fuel taxes in Massachusetts. The final category includes general concerns, often related to making the state more attractive to industry. An example of this type of problem would be the general "not in my back yard" (NIMBY) sentiment about industrial development dominant in many areas of Massachusetts.

Mr. Foz opened up the discussion to regional issues. The first regional topic brought up was the congestion of Route 6 on the Cape. A Provincetown roll-on, roll-off boat terminal was discussed to lessen traffic on Route 6. Under this scenario, a ferry could carry trucks to Provincetown from Boston or Plymouth. A truck staging area located on the western end of the Cape was also mentioned. Staging areas in Hyannis and Woods Hole were also discussed. However, attendees at the meeting argued that the trucks like to make a complete trip to the Cape in one day and normally will avoid high traffic periods. For hazardous material transport, most trucks show up at Woods Hole between four and five A.M., avoiding regular traffic. The truck staging ideas and the truck ferry to the Cape were portrayed as attempting to solve a problem which doesn't exist. The attendees at the meeting were not very concerned with the level of truck congestion on Route 6.

Many attendees, particularly those representing the New Bedford area, were interested in developing a truck staging area in New Bedford. One prediction is that shipping to Nantucket and Martha's Vineyard will increase 40% in the next few years. The Steamship Authority representative stated that they are not planning to build a terminal in New Bedford, however, they would use it if built by the town.

Also discussed was the commuter rail connection from Boston to New Bedford. This rail line could be used by freight, though more of New Bedford's freight goes by truck rather than rail. The rail upgrade would be good for land based business but would have little effect on water based businesses. The MBTA yards in New Bedford would make a great truck staging area not completely used by the MBTA.

Mr. Roland Hebert of SRPEDD suggested that improving the rail to New Bedford is a less important transportation improvement that could be undertaken in his area. He believes upgrading the New Bedford airport is the most important transportation issue in his region because of the positive impact it would have on local businesses. Preliminary studies indicate that there is enough air freight volume to merit airport expansion.

The second-most important priority in the New Bedford area is to maintain truck connections. A roll-on, roll-off truck terminal could be built within the harbor area, just south of the aquarium. At this point, the group took a break.

When the group reconvened, the discussion moved to the subjects of truck routes, locations for industrial facilities, and locations for truck stops. Many attendees felt that after the Route 44 upgrade was completed many new businesses would move into the areas surrounding this road. In particular, a location in the Plympton/Plymouth area was thought to have strong development potential. This area is beginning to be developed now. Another potential industrial growth area is in the town of Norton, off Routes I-495 and 140. There are up to 10 million square feet of land near the intersection of 495 and 44 which could be used for light industry or warehousing.

Truckers traveling through southeastern Massachusetts need a rest stop somewhere between Route 24 and Providence. The proper location of truck stops is determined by routes lengths. Many truckers traveling up the east coast need to stop when they reach this region because they have been driving for eight hours. The Union Street Bus Company is trying to build a facility in Dartmouth which could possibly be used as a truck stop/rest area.

The state is also looking to develop a truck stop by using funds obtained through the Southeastern Regional Transit Authority (SERTA). SERTA has applied to the Federal Transit Authority (FTA) for funds to build a central maintenance facility; this could be expanded into a truck maintenance and holdover facility. The distribution of this money would probably be put on hold until the next ISTEA bill is enacted Mr. Williams remarked that he could check with Truck Stops of America to find out if they have data on traffic volume in the area of a potential truck stop. Possible truck stop locations could be located in Swansea or Seekonk. There is a sparsely developed area along the Swansea/Rehoboth line which could be developed into a truck stop. A truck stop also might not necessarily have to be located at an interchange. The majority of the truck traffic needing a break is traveling eastbound. The construction of a truck stop could be much cheaper if it were designed only for eastbound traffic.

Still other possibilities for truck stop locations are at the intersections of I-495 and Route 24, in Shrewsbury on Route 20, and in Bridgewater near the junction of I- 495 and Route 44. Truck stops would bring local tax revenue, land sales, and spin-off development.

After discussing truck stops, the group addressed frequent truck roll-over locations. A number of interchanges were mentioned. Several of the interchanges are listed below:

- Route 290 and Interstate 495
- Route 44 and 24
- Route 24 and Airport Road in Fall River
- Route 195 and 140 (mostly on 195 W to 140 N)
- Interstate 93 and Route 24 (proposed in transportation plan)

Mr. Hy Goldman of T.C.L. suggested building an HOV lane for busses and trucks in the right hand lane at the interchange between I-93 and Route 24 . Another person suggested possibly letting trucks use the left hand lane throughout the state. He blamed many accidents on trucks having to avoid the left hand lane. RPAs would like to upgrade Route 24 to interstate standards. The cost estimate will be out soon.

One last dangerous intersection was mentioned in Bourne near a rapidly expanding waste management facility. The Cape Cod representative would like a safer route to this facility located on McArthur Boulevard. Currently waste management trucks must do a U-turn across McArthur Boulevard.

Mr. Foz brought up a final topic: the need for increased signage. It was agreed that increased signage was needed, particularly in Hyannis. At this point, Mr. Foz summarized the main points of the meeting:

The infrastructure in the southeast region of the state is in reasonably good shape. The top priority issue in the New Bedford area is the airport. The upgrade of Route 24 is also seen as a top priority issue. The rail situation in the region seems to be all right, as long as the MBTA allows the transport of freight on their lines. Finding a place for truck staging in New Bedford harbor is also seen as a high priority. A ferry terminal in New Bedford is a fairly high priority to help relieve the congestion to and from the Cape. A major truck stop is needed west of Route 24, possibly in Swansea. However, the best location would be in Seekonk. The intersection of Route 24 and I-495 is another possibility. The closer one gets to I-93 or I-195, the more viable a truck stop becomes. The RPAs will help locate a truck stop in their region. This is a high opportunity and priority. Improvements in the form of HOV lanes are a lower priority.

After summarizing the key points of the meeting, Mr. Foz inquired about the freight situation on the islands. This had not been addressed yet. Nantucket's main freight problem is that trucks are forced to drive directly through the historic district when they come off the boat. There is a push to have the trucks arrive very early in order to avoid high traffic times. In addition, the trucks make frequent trips because there are no warehousing facilities on the island. There has been recent talk on the island of developing a warehouse facility, possibly near the airport. The airport is also looking to develop an industrial park. The combination creates a good business opportunity. Some people on the island don't want a warehouse there. They fear the extra handling will cause a rise in already high prices. However, a warehouse might also lead to lower prices because trucks won't have to make as many trips to the island.

After the discussion of freight on Nantucket, Mr. Coffey thanked everyone for attending and participating. Mr. Williams asked about the RPAs contact with freight and a few more subjects were briefly discussed. The RPAs have had difficulty getting information from freight related companies, particularly trucking. Mr. Hebert re-emphasized the importance of upgrading Route 24 and mentioned that MFAC should get accident data from the state police and rank accident locations throughout the state. The possibility of putting together a truck exclusion map on the Internet was briefly discussed. Also mentioned was the possibility of using an ITS system for freight. This is being worked on for the interchanges of Route 24 and I-95, and I-93. Questions about the implementation of ITS at these interchanges were referred to Mr. Steven Pepin from MassHighway. Finally, there was a short discussion on the impact of port development at Quonset Point, in Davisville ,RI. It was acknowledged that Quonset Point still had a long way to go before it is competitive. Quonset Point may hurt the Massachusetts Port Authority (Massport) in the long run, but it won't hurt the overall Massachusetts economy. It may even help bring cheaper transportation costs to companies in Massachusetts.

Western Region Focus Group ***February 11, 1998***

On February 11, 1998, Messrs. M. Berger (MassHighway), Williams, Foz (LBA), and Orphanides (LBA) attended the 10:00 AM Massachusetts Freight Advisory Council, Western Region Focus Group. A short discussion followed introductions and presentation of the MFAC process. Detailed notes are attached.

Key Points of Meeting:

- Introductions of MFAC to the attendees of the meeting..
- Double stacking and its importance to the state and the region was discussed. Double stacking is expected to increase the viability of rail lines, decrease the prices of consumer goods, and help attract and keep industry in Massachusetts.
- Shipping data provided by Reebie Associates was discussed. Attendees felt the data should be broken down if possible to three regions, if not four. This data, either in its current form, or in a form providing greater detail, would be useful for RPAs.
- Achieving industry representation on RPAs is a desirable goal. Both the RPAs and industry must work to find a way to have consistent industry representation.
- Freight industry input is needed for the reconstruction of Exit 3 in Westfield at the Massachusetts Turnpike (MassPike), for construction phasing of the Route 9 bridge**,** and for possible future improvements to Route 2.
- Massachusetts should be made more attractive to businesses. Currently there are many disincentives to industry in Massachusetts.
- The development of a truck stop in this region was discussed. Exit three off the MassPike was offered as a possible location.

Attendees Included:

Mark Berger	MassHighway - Planning
Dennis Coffey	Executive Office of Transportation and Construction
Charlie Cook	Berkshire Regional Planning Commission
Francis Daly	US Customs Service
Linda Dunlavy	Franklin Regional Council of Governments
George E. Gifford	Westfield Barnes Airport
Jeff McCollough	Pioneer Valley Planning Commission
Bob Williams	MFAC, Chairman
Keith Wilson	Franklin Regional Council of Governments
Dottie Belmer	Yorkshire Paper Company
Karin Chorvat	Yorkshire Paper Company
Adel Foz	Louis Berger & Associates
Chris Orphanides	Louis Berger & Associates
Kathleen Hancock	UMASS

Detailed Meeting Minutes:

Mr. Dennis Coffey of the EOTC began the meeting by welcoming the attendees on behalf of Secretary Moynihan. He also thanked Ms. Kitty Hancock for helping set up the meeting. Mr. Coffey briefly described the role of MFAC in assisting the state with its planning efforts. This meeting is part of an outreach effort conducted by MFAC in order to discuss transportation issues. These issues could be as simple as missing stop sign, or as complicated as boring out a tunnel. Information gathered about local, regional, and state freight transportation issues will eventually be presented to MFAC. MFAC has been conducting a series of focus group meetings throughout the state, meeting with all modes of transportation. This meeting is one of four regional meetings which will serve to synthesize and prioritize existing freight issues gathered from previous meetings, and to incorporate new issues and information.

At this point Mr. Coffey asked everyone to introduce themselves. This was completed and Mr. Bob Williams, private sector representative and Chairman of MFAC, briefly explained why the MFAC process is needed in Massachusetts, and thanked the attendees for coming.

Mr. Williams introduced Mr. Adel Foz of Louis Berger & Associates. Mr. Foz began discussing statewide and regional freight transportation issues. These issues can be divided into four major groups: access, action, institutional, and general concern. Examples used for illustration purposes included:

Access Issues
- a) Maintaining Existing Access
  - Example: Upgrading interchange ramps.
- b) Construction of New Projects
  - Example: New highway connection between Pittsfield and the MassPike.

Action Issues
- Example: Certifying truck weights at terminals.

Institutional Issues
- a) Coordination
  - Example: Need for someone to coordinate agencies which regulate freight transport.
- b) Policy
  - Example: Need to lower diesel taxes in Massachusetts.

General Concern Issues
- Example: Need to attract industry to state.

These issues have been gathered during the meetings listed in the handout. A list of the issues will be presented in a draft report in the beginning of March and a final report will be presented in April.

Mr. Foz also provided examples of statewide freight transportation issues. One example was to increase signage for freight intermodal facilities and other freight related facilities. Another issue is the possibility of creating a state trucker's guide in order to provide information on truck exclusion routes and outline any changes relevant to state transportation policy. This guide possibly could be updated by the RPAs and placed on the Internet. Other issues mentioned include developing more large truck stops, creating a separate regulatory zone for satellite facilities, and shifting the responsibility of faulty truck equipment to the owner rather than to the drivers of the trucks.

The discussion next moved to a more detailed discussion of regional and state issues. The western region imported roughly 7,000 trailer loads in 1996. Kay Bee Toys imported 78% of the 7,000 trailer loads. However, most importers in this region import roughly one truck-load a week. This limited amount of imports is not enough freight to interest rail in transporting regional freight. Exports from the region amount to roughly one third the amount of imports. Of the total exports, roughly 20% is done by Polonez Parcel Service.

Rail issues in the state and the region include the possible impact of Canadian National bringing freight from Halifax to Ayer and west through the Hoosac Tunnel. This supposedly will cost $200 to $250 less per container than to ship through the Port of Boston west. The Port of Boston may loose business from shipments going to Halifax; however, the state as a whole should not be negatively impacted. The Hoosac Tunnel is currently being bored out to allow double stack, which will increase the viability of this line. The combination of improving the Hoosac Tunnel and being able to import goods cheaply via Halifax will make it easier for goods to be transported to and through Massachusetts. This will increase the viability of the terminal in Ayer and rail in general in Massachusetts. This also should decrease the price of many goods in the state.

Two big rail competitors could operate in Massachusetts. Conrail is being taken over by CSX, which will then control an east-west line across the southern section of Massachusetts. Norfolk Southern might control an east-west line running across the northern section of the state. The existence of these two lines will increase competition in the state and is expected to cause a decrease in the prices of many goods sold throughout the state. Previously Conrail had a virtual monopoly and was able to charge high rates for shipping rail freight. These high shipping costs contributed to manufacturing leaving the state. Currently not more than 10% of goods imported into the state come by rail, where as the rest of the country averages about 18-20%. Currently, small monopolies still exist in isolated areas of the state, such as the B&M Railroad in northern Berkshire County. The state is currently updating rail lines in order to allow them to carry double stack throughout much of the state. Roughly half of the necessary bridges have been adjusted to allow for the proper clearance heights. This has been accomplished by the state without monies from the Seaport Bond Bill legislation.

The conversation next turned to a discussion of the usefulness of the format of the Reebie Associates shipping data. Reebie divides the state up into an eastern and a western region for the purposes of their data analysis. Among the attendees there was support for dividing the state up into three sections, if not four. The RPAs could definitely use this data, currently the RPAs have no shipping data like the Reebie data. More detailed data would be useful, but this data is better than anything they currently have.

After discussing the Reebie data, the group discussed the participation, or lack thereof, of private freight interests in the RPA process. RPAs look at long term problems, often addressing problems on a 6-20 year time frame. Industry on the other hand, often looks only 6 months ahead. Industry representatives become frustrated and discouraged with the RPA process due to the long term outlook and the slower pace that comes along with full citizen participation. The state would like consistent industry representation. However, the state must also learn how to adjust their planning processes in order to best serve industry and keep them interested.

Mr. Foz asked Yorkshire Paper representatives how this information is related to their business. This company ships most of its goods by truck, though the business is open to different methods, and uses rail occasionally. Yorkshire Paper is a new company growing rapidly which ships predominately in New York and Canada.

The group briefly discussed freight industry involvement in current and recent transportation projects before a short break was taken. An intersection near Friendly's in Westfield and the Route 9 bridge reconstruction were also mentioned.

After the break was concluded, Mr. Foz summarized some of meetings major issues.

Area of Concern
Double stacking and how it matters
State data should be broken into three, if not four regions
Coordination
Representation and coordination on RPAs between shippers and carriers
Exit 3 jughandle at Westfield exit at the Pike - not yet finished
Institutional
Input from freight community on construction of Route 9 bridge
New Access/Enhance Existing Access
Improvements to Route 2

The focus group touched upon a few more subjects before concluding the meeting. Mr. Coffey mentioned that one of the goals of MFAC is to institutionalize freight participation in the RPA/MPO process. The group then discussed the lack of industry involvement in the state and its influence on the freight shipping industry. The representative of the Westfield airport said that freight doesn't want to fly into his airport because the plane will have to fly out empty. He stated that the state should take a long look at the taxes it levies on industry. The group also discussed a possible future truck stop located off exit 3 on the MassPike, just east of the airport. The representative of the Westfield Airport also said that he wished that Westfield and Westover could be brought under one airport authority and not compete with each other for state funds and business. Instead they could work together and complement the Hartford and Springfield airports.

Central Massachusetts Region Focus Group ***February 12, 1998***

On February 12, 1998, Messrs. M. Berger (MassHighway), Foz (LBA), and Orphanides (LBA) attended the 10:00 AM Massachusetts Freight Advisory Council, Central Massachusetts Region Focus Group. A short discussion followed introductions and presentation of the MFAC process. Detailed notes are attached. The discussion raised the following major points:

Key Points of Meeting:

- The group was introduced to the purposes of MFAC and the data it has gathered.
- The lack of consistent regulation of overweight permits was discussed. The Massachusetts Port Authority (Massport) and the Massachusetts Highway Department (MassHighway) are attempting to work this out administratively. The inconsistent interpretation of regulations is a common problem in the freight industry.
- Upgrading railroads to accommodate double stacking is seen as an obvious priority in this region.
- The regulation of 53' trailers on the Massachusetts Turnpike (MassPike) was seen as a major issue for the manufacturing representative which attended the meeting.
- A CMRPC representative suggested possibly adding the Worcester Area Chamber of Commerce to their technical committee.

Attendees Included:

Senator Matt Amorello	State Senator
Mark Berger	MassHighway - Planning
Dennis Coffey	Executive Office of Transportation and Construction
Brendan Dugan	Massport
Carl Hellstrom	CMRPC
Barry Loughlin	U.S. Customs Service
Waleed B. Noqi	Montachusett Regional Planning Commission
Bill Parcell	Worcester Area Chamber of Commerce
Rich Rydant	CMRPC
Bob Williams	Massachusetts Freight Advisory Council (MFAC) Chairman
Steve Cotrone	Intransit Container
Heidi Eddins	P&W Railroad
Jerry Fitz-Simon	FLEXCON
Adel Foz	Louis Berger & Associates (LBA)
Chris Orphanides	Louis Berger & Associates (LBA)

Detailed Meeting Minutes:

Mr. Dennis Coffey of the EOTC began the meeting by welcoming everyone to the MFAC central Massachusetts regional meeting. He encouraged participation and a relaxed atmosphere so everyone can express their views. Mr. Coffey briefly described the MFAC outreach effort to all modes of freight transportation throughout the state. He next introduced Mr. Bob Williams, the private sector representative of MFAC and its Chairman. Mr. Williams mentioned that it would be nice if the attendance was greater, but it looks like the group makes up in quality what it lacks in quantity. Mr. Williams next introduced Mr. Adel Foz, project manager from Louis Berger & Associates. Mr. Foz suggested everyone introduce themselves around the room.

When this was completed, Mr. Foz gave an overview of the day's agenda. He mentioned that the group will discuss statewide and regional issues, have a short break, and touch upon any issues which weren't mentioned before the break. After this meeting MFAC will prioritize and assemble all the information gathered from previous meetings.

Mr. Foz continued, saying that in general, the U.S. Transportation system works well. Many shippers haven't attended MFAC meetings because they are not concerned with making changes in the system. MFAC will conduct outreach to a number of shippers in the state in the week after this meeting.

The issues that have arisen through the MFAC outreach process can be broken into a few categories. The first category deals with maintaining or improving access to transportation. An example of this kind of issue is the improvement of interchange ramps. Another category deals with actions that need to be taken. An example of an access issue is the need to improve signage to intermodal facilities. A third category is institutional, often dealing with coordination or policy. An example of this type of issue is getting agencies to implement regulations in a consistent manner. The last category involves addressing general concerns which would improve the state's economy as well as the freight shipping industry.

Mr. Foz next gave examples of statewide issues. These included:

- Double stacking throughout the state. This is universally regarded as important both to consumers and the freight industry.
- Signage for state roads to intermodal terminals.
- Truck exclusion booklet
- Reebie Associates statistics/Massport data. Should the shipping data be broken down into three regions, or two? RPAs would like data for identifying shipping in their region.
- Different set of regulations for satellite and main facility terminals.
- Freight industry representation on MPOs and RPAs.
- Different interpretations of law, an example being the issuance of overweight permits.
- Single freight carrying house to bring all representatives of freight together.
- Hazardous material transport to Logan and through tunnels and the Central Artery.

After Mr. Foz provided a summary of the statewide issues, Mr. Brendan Dugan provided insight into the inconsistency of issuing overweight containers. Massport and Intransit Container are currently having discussions on how to best deal with overweight containers in a consistent manner. Currently MassHighway is not issuing overweight permits. New Jersey and Pennsylvania do issue overweight permits. They have moved the opposite direction of Massachusetts and are allowing permits to be issued. Massachusetts is providing a negative incentive for shipping in the state. The transport of overweight freight is very important to many businesses in the state. European cargo and seafood containers make up the majority of all overweight containers coming into Massachusetts.

The state isn't issuing overweight permits, in part due to the impact these loads have on the condition of the state roads. However, these containers are often transported illegally. The chassis and the tractors can handle the loads fine. Overweight containers would only make up five percent or less of total traffic if permits were issued. If the permits were issued, the state would be able to properly regulate them and ensure their safety.

Currently the agencies which regulate overweight transport are attempting to solve the problem administratively. If this negotiation doesn't result in a resolution, then possibly a legislative change would need to take place.

The discussion next moved to regional issues. Mr. Foz began with bridges in the region which affect trucking. The Southbridge Street bridge was mentioned as needing modification. This bridge is currently part of the Gateway One project. The next regional issue discussed was the need for large truck stops providing truckers many services. There is a truck stop in the western part of the state for roughly 70 truckers, and a stop is needed in the New Bedford area.

Senator Amorello and his aid next joined the meeting. The Senator picked up a handout outlining the state and regional issues and remarked that it contained some good ideas. He marked a few issues on his handout and stated that the legislature could likely address the state diesel tax issue during the upcoming session of the legislature.

Mr. Bill Parcell of the Worcester Chamber of Commerce next described the Chamber as an advocacy organization and business development agency. He remarked that he is happy to see the Senator and his aid at the meeting and briefly gave an update on the Route 146 construction. The Senator and his aid soon after thanked everyone and left the meeting.

The next regional issue discussed was access to the Worcester Airport. Mr. Foz mentioned that this was a top regional issue. This access issue is currently being studied by RUST Environmental.

Canadian National has brought one container from Halifax to Ayer, according to Mr. Steve Cotrone of Intransit. Transporting ocean goods via Halifax supposedly costs $200 to $250 less per container than going through Boston. Mr. Cotrone is pleased to see added competition, but doubts that the line is much cheaper than it is to go to Boston. His doubts center on the efficiency of shipping goods through three railroads. If Canadian National has only shipped one container in the time it has been operating this line, then it most likely isn't as cheap as it is claimed to be. Mr. Dugan stated that Massport will work to make the Port of Boston more competitive.

Mr. Cotrone wanted to emphasize the importance of making the state's rail system ready for double stack. He remarked that the 9'6" container is gradually replacing the 8'6" container. When this happens, the state won't be able to ship any double stack unless the rail system is changed to accommodate full double 9'6" containers. The cost of goods will increase dramatically if double stack is unavailable in the state. Mr. Cotrone suggested that rail representatives speak with members of the MBTA through the EOTC and emphasize the importance of upgrading the rail for double stack. The prioritization of bridge modifications for double stack should be done in a TIP process.

Mr. Foz next asked Mr. Jerry Fitz-simon of FLEXCON what his biggest issues are. Mr. Fitz-simon said that the diesel fuel tax expense mentioned earlier, and the tight restrictions on 53' trailers are his firm's most important issues.

The manufacturer claimed that 53s can have the same turning radius as a 48's if the axle is set properly. Also the weight restrictions are the same for 45's, 48's, and 53's. He also noted that 53s jackknife less frequently than 48s.

These 53' trailers are claimed to be the newest and safest trucks on the road. They are also outselling 48's at a four to one ratio the last four years. However, a permit is needed to operate a 53' trailer on the MassPike. These trucks have been used safely in the western U.S. for a number of years. Massachusetts has the toughest restrictions on these trucks in New England. Massachusetts should coordinate their regulation of these trucks with CT, who has the next toughest regulations in New England.

The growth of the regional economy was next discussed before taking a short break. The new intermodal yard in Worcester was praised as a great addition for the regional economy, and it was noted that the region has turned into a transportation hub. Some claimed that the region needs more capacity for a shipping and a distribution center. The expansion of the regional economy and the need for new facilities was questioned, and the strong metal working and plastics industries were cited in support for the construction of new facilities.

After the break, Mr. Foz summarized the key points of the meeting. He first mentioned completing double stack to a full 9'6" height as an obvious priority for this region. Overweight permitting should be clarified and straightened out. The regulation of 53' trailers is an issue which reflects the fragmented approach to regulating transportation in New England. In summarizing the 53' issue, the group discussed possibly re-opening the interstate commerce discussion with NETI. Possibly two states could coordinate their regulations to be the same, and this may trigger other New England states to fall into place with the same regulations. Other issues summarized include the need for a major truck stop in the I-495 region, and the continued study of the access to the Worcester Airport.

The subject of double stacking was brought up again, particularly the prioritizing of bridge improvements. Mr. Coffey explained that there are 47 MassHighway owned structures. Eighteen to nineteen are completed, eight to ten are in design work, seven are eligible for TIP type funding, and nineteen don't meet guidelines. To improve these nineteen, the state will need to work with Conrail to figure out which ones can be modified now.

A few other points were discussed before the meeting came to a close. Mr. Foz mentioned the desire to deal with existing infrastructure needs, rather than build new highway facilities. The CMRPC

representative mentioned adding the Chamber to their technical committee. The difficulty of getting freight industry representatives to planning meetings was also briefly discussed. Mr. Coffey and Mr. Foz thanked everyone for attending and invited everyone to attend the statewide MFAC meeting which will take place in the beginning of March.

Massachusetts Freight Advisory Council *March 10, 1998*

On March 10, Messrs. M. Berger (MassHighway), Foz (LBA), and Orphanides (LBA) attended the 2:00 PM Massachusetts Freight Advisory Council Meeting. A discussion followed introductions and presentation of the MFAC process. Detailed notes are attached. The discussion raised the following major points:

Key Points of Meeting:

- MFAC introduction and overview of agenda is provided.
- Two groups of companies have been identified. One group includes companies which transport goods using rail, truck, ships, etc. They care about infrastructure issues because it affects them directly. The other group of companies include those that deal with the management or logistics of shipping goods. These companies care that their product arrives on time, but not how it got there.
- Five types of state and regional transportation issues have been identified: access, actions, concerns, institutional, and projects.
- The meeting attendees discussed the merits and consequences of improving or not improving the Port of Boston. No consensus was reached. Shipping will most likely decline if the port isn't made more competitive, though expensive improvements may not help the state economy or increase business at the Port.
- The goals of MFAC were discussed. It was debated whether the goals of MFAC should be focused on bettering industry and increasing job growth, or providing better prices on goods for consumers. No consensus was reached.
- Double stacked rail, hazardous material transport regulations, and possible port improvements were seen as major state and regional priorities.
- The issuance of overweight permits needs to be sorted out soon. Shipping businesses at the port are being impacted, particularly when shipping fish and other non-reducible loads.
- Regional issues overlap with many state issues and primarily involve maintaining or improving existing access to transportation.
- The next MFAC meeting will be held in April. State and regional issues will be prioritized at this meeting.

Attendees Included:

Rick Armstrong	Seaport Advisory Council
Mark Berger	MassHighway - Planning
Ken Miller	MassHighway - Planning
Wesley Blount	Federal Highway Administration
Ethan Britland	Northern Middlesex Council Of Governments
Dick Carver	Boston Redevelopment Authority
Charles Cook	Berkshire Regional Planning Commission
Bob D'Amico	Boston Transportation Department
Dick Easler	City of Cambridge
Elizabeth Giannini	Nantucket Planning and Economic Development Commission
Kitty Hancock	UMASS, Amherst
Chop Hardenbergh	Atlantic Railwatch
Charles Kilmer	Old Colony Planning Council
Bill Kuttner	Central Transportation Planning Staff
Jeff Levine	Cape Cod Commission
Richard Marquis	Federal Highway Administration
Jeff McCollough	Pioneer Valley Planning Commission
Rich Rydant	Central Massachusetts Regional Planning Council
Ed Silva	Federal Highway Administration
Frank Sheehan	Massport
Bob Williams	Massachusetts Freight Advisory Council, Chairman
Steve Cotrone	Intransit Container
Adel Foz	Louis Berger & Associates
Chris Guzzi	Providence & Worcester Railroad
Kevin M. Kiley	Massachusetts Motor Transportation Association
Tom Muise	Aircargo
Chris Orphanides	Louis Berger & Associates
Michael R. Walsh	Maersk Inc.

Detailed Meeting Minutes:

Mr. Bob Williams began the meeting by introducing himself and thanking everyone for attending. He noted there appears to be good representation both geographically throughout the state and the different modes. He suggested everyone introduce themselves. This was done and Mr. Williams introduced Mr. Dennis Coffey of the EOTC and Mr. Adel Foz of Louis Berger & Associates. Mr. Coffey spoke briefly and thanked Mr. Foz for conducting the outreach effort to the shipping industry.

Mr. Foz described the agenda for the day's meeting. He mentioned the different meetings MFAC has conducted, the issues in each region, and the statewide issues. Overall, Mr. Foz has found people feel that the Massachusetts transportation system works well; however, there are issues which need to be addressed.

Mr. Foz found that the freight industry is roughly divided up into two groups. One category contains companies which move freight, such as the rail, truck ocean, and intermodal companies. Mr. Foz ran through some of the issues this group cares about, such as the diesel fuel tax, hazardous material transport regulations, truck exclusion routes, and the necessary coordination between agencies which regulate freight transport.

The second group is composed of big manufacturers, shippers, and Non-Vessel Operating Common Carriers (NVOCCs). This group's primary concern is that their goods arrive at destinations on time. For example, a company may be coordinating the production of toys in Asia and their shipment to the proper markets. This company doesn't care if the goods travel through the Suez Canal or if it goes through the Panama Canal, as long as it gets to its destination on time. A local example can be seen in a company in Pittsfield. This company is roughly 150 miles from New York, Boston, Quonsett Point, and just slightly further from Montreal. Currently this shipper in Pittsfield uses the New York port because it is cheaper. These companies are not concerned with many of the freight issues to be discussed at today's meeting. The challenge from the policy side is to get these companies involved. If they are involved, it is easier to make sure that these companies stay happy and stay in the state. It was said that 50-60% of companies involved with freight, if not more, are contained in this second group.

After discussing and defining the two major freight groups, the conversation moved to discussing state issues. Double stacking was mentioned as one of the most important state issues. Another major issue and point of discussion is the state of the region's ports, particularly the Port of Boston. The general feeling gathered from previous meetings is that if the Port of Boston declines, it will not have a major impact on the state economy. A small amount of the overall state shipping involves international freight. Also, most shipping involves importing rather than exporting, roughly in a ratio of three to one. The lack of balance between importing and exporting may also increase in the near future due to the economic difficulties in Southeast Asia. More goods may be imported to Massachusetts because of lowering prices on Southeast Asian goods. Also fewer goods will be exported to Southeast Asia because of a lack of buying power in this region of the world.

Much discussion focused around questions of what to do with the port. Some wondered what would happen if the port were improved and more business didn't come. Others questioned if the port should be improved at all. Some believe that the extra business will not come to Boston, even if the port is improved. Nova Scotia, Canada was given as an example of a region which looks at developing transportation and its ports as a way of developing the economy of the region. Canada is much more aggressive helping its businesses than Massachusetts.

Mr. Williams pointed out how Massachusetts often acts in the opposite manner, providing disincentives for businesses wishing to locate in Massachusetts. One such example is the high state warehousing tax. Massachusetts may have to provide the port with help in attracting businesses as Canada does. However, others argued that transportation accounts for only 5 to 15% of the cost of a final product, therefore it may not be cost effective to upgrade the transportation system. It seems like changes in taxes to attract businesses may be more beneficial. On the other hand, Ms. Kitty Hancock of UMASS Amherst pointed out that companies won't even consider moving to a new area if the physical infrastructure isn't there. Mr. Kevin Kiley of Mass Motor Transportation stated that the states infrastructure is about the same as other states. However, Massachusetts is the ninth highest in the country in truck taxes, and the second highest in the northeast behind New York. Truck registration in Massachusetts has decreased from 30,000 to 22,000 in the last five years, primarily to avoid the truck tax. Mr. Coffey and Mr. Foz said to keep in mind the fact that many issues which improve freight transport also benefit Massachusetts in other ways. Some benefits include improved road safety and a stronger state economy. These additional benefits will influence the prioritization of freight issues.

Mr. Foz next ran through five different kinds of freight issues throughout the state and provided examples of each. For access issues, he gave the examples of improving highway ramps, completing double stacked rail clearances, and upgrading short line railroads. For action issues he provided the examples of implementing consistent regulations for freight transport for hazardous material regulation and issuing overweight permits. He gave examples of concerns such as how the state fits in the global economy and the movement of hazardous material traffic when the Central Artery is finished. At this point, attendees briefly discussed hazardous material transport after the Central Artery is finished. The possibility of opening up the bypass road in South Boston to regular traffic was also discussed. Mr. Foz then gave examples of institutional issues such as the state diesel fuel tax and the freight industry's need for an industry representative on the RPAs. Lastly Mr. Foz described project issues such as improving signage for intermodal facilities.

The group began discussing the above mentioned issues in more detail and returned to the subject of hazardous material transport. It was stated that Massachusetts has never had a clear statewide hazardous material route. It is believed that the Fire Department of Boston will eventually decide what the hazardous material route through Boston is after the Central Artery is completed.

The double stack issue was next discussed. Mr. Coffey said that many bridges are being upgraded for double stack by Massachusetts Highway Department (MassHighway). MassHighway is upgrading these projects through its regular bridge raising program. The bridge raising currently being performed is consistent with the plans of the Seaport Act, however the Seaport Act funds are currently not being used. The phasing out of 8'6" containers makes it necessary to upgrade the rail lines and bridges to full double 9'6" capacity. If Massachusetts doesn't upgrade its rail for to full double 9'6" capacity, it will be very difficult to import or export goods from the state as efficiency as in other parts of the country.

A number of truck issues were discussed next. The first issue was the regulation of 53' trailers. These trucks currently have the same weight limit as 48' trailers. Some think that the weight limit should be increased for the 53' trucks. These trucks are also not allowed on the MassPike without a permit. The requirement for a permit will most likely be eliminated soon. However, changing the weight limit on these trucks may require legislation.

Other truck issues include the need for large truck stops in the state, possibly allowing trucks to use the left lane on highways, the regulation of truck height in tunnels, and using tandem trailers in tunnels. Many of these issues are not solely freight issues. They involve safety as well as traffic congestion.

The group also discussed the shipment of Massachusetts goods through the Port of New York. Goods from Massachusetts often travel through New York because it is cheaper. People questioned whether improvements to the port would result in increased business. If the Port of New York is still cheaper then Boston, than many goods will still travel through New York. Some disliked portraying the Port of New York as the villain in this situation. For many Massachusetts companies, using the Port of New York is good for business because it is often cheaper and offers another shipping option

in case problems arise shipping through Boston.

The Halifax-Ayer transport of goods is another example of a competing port having some positive impacts on the Massachusetts economy. The transport of goods along this route helps the development of the Devens yard, and may promote competition among rail lines which would lower shipping prices. Lowering shipping prices may also lower prices for consumers.

The benefits of competition may also be seen with the merger of Conrail/CSX and Norfolk Southern. The Conrail/CSX line runs across southern Massachusetts and Guilford line runs across the northern part of the state. Here again, it is questioned whether price is the only factor businesses consider when deciding how to ship their goods. If so, should the state improve its transportation system, particularly the port? The state is caught in a catch-22 situation. The state will loose shipping if the Port of Boston is not improved, and it is not know whether the state will gain business if the port is improved.

The goals of the MFAC was the next item discussed. Are the goals to improve things for the consumer through improving freight, or is the goal to improve industry and job creation through improving freight transport? The answer to this question is not known. MFAC members will have to help decide this issue. MFAC is gathering ideas and opinions on the freight issues facing the state and has not developed an agenda.

Another issue is the impact of trucks on metropolitan area roads. An econometric model could be made which would measure the impact of changing regulations on the traffic level in metropolitan area roads. If they had the choice, trucks would rather avoid high congestion areas.

The merits of deregulating the trucking industry were questioned. It was questioned whether the savings have been passed on to the consumer. Many truckers don't feel like they have input into changes in policy or regulations such as truck exclusion routes.

The merits of the state providing shipping databases was also discussed. This data could be available by zip code, but is too expensive for RPAs to acquire themselves. Businesses could also use these databases for their planning. It was questioned whether this data should divide the state into three north-south corridors, or two, as is the case.

The poor state of signage for truckers in Massachusetts was also mentioned as a statewide issue.

The last subject discussed before a short break was overweight permits. The Massachusetts Port Authority (Massport) is currently working with MassHighway to make sure that overweight permits are issued properly and consistently. The enforcers of overweight permits often misinterpret the regulations. The non-issuance of overweight permits is beginning to have a major impact on shipping at Massport, particularly with the transport of fish. Fish often arrives at the port in overweight containers as a non-reducible load, frozen as a block. Contracts have been signed based on transporting goods as overweight containers. Recently these contracts have had to be broken in order to transport the fish. Many other northeastern states have solved this problem, yet Massachusetts is still working on it, making it very difficult to do business here.

On return from the short break, the group discussed regional issues. The first region discussed was the northeast region. Major issues include improving existing access in many areas. These include upgrading interchanges, changing hazardous material regulations, and confirming continued truck access in South Boston. Other issues include upgrading Route 1 North and investing in double stacking. Some thought that if Route 1 North were improved, this would cause more vehicles to travel the road, resulting in the same congestion as prior to the upgrade. Conrail will upgrade bridges for double stack moving west to east. The Massport representative attending the meeting said that Massport will only benefit from double stacking if it runs all the way to Beacon Park. This representative believes that double stack to Beacon Park is essential to the vitality of the Port of Boston.

The next region discussed was the southeast region. Major issues in this region include improvement of the port and airport in New Bedford, and upgrading several highway interchanges. It was decided that the Provincetown roll-on/roll-off ferry idea would be scratched from the list of southeast regional projects. It was also pointed out that the Steamship Authority is not proposing the freight pier in New Bedford, as described in the handout, but would use it if built. Fall River was mentioned as a port to upgrade instead of New Bedford but Fall River's port was determined to have lower priority.

The primary issues in the central region are improving the intermodal facilities and making the Worcester airport more accessible. Airport access issues are currently being studied by RUST Environmental.

Western Massachusetts issues primarily include upgrading existing access such as interchange ramps. Also the reconstruction of the Route 9 bridge needs freight input. Another major issue in the region is the development of an arterial connector road between Pittsfield and I-90.

Before the conclusion of the meeting the upgrades of the intersections between 93 and 95/128 were mentioned as northeastern issues which should be addressed. These issues are currently being studied. Lastly, a comment was made that the state could do a better job with traffic planning during construction of new projects. Smart Routes and ITS systems were mentioned as possible improvements in this area. Truck companies would like a service to which they could subscribe to learn the road conditions and what routes are best to take. Smart Traveler is currently considering setting up a service similar to this.

Mr. Williams thanked everyone for attending and mentioned the next meeting will be in April. Prior to this meeting MFAC will continue the outreach effort getting input from additional shippers. The state and regional issues will be prioritized at the next statewide meeting, after which a final report will be prepared. If anyone comes up with any additional comments, they were encouraged to use the fax-back form attached to the handouts.

Massachusetts Freight Advisory Council ***November 19, 1998***

On November 19, 1998, the Massachusetts Freight Advisory Council (MFAC) met in Boston for presentation and discussion of findings from the draft report, "Identification of Statewide Freight Issues and Priorities". Refer to the last page for a list of attendees.

Summary

Ms Astrid Glynn, Deputy Secretary for Multimodal Transportation, introduced the session. The purpose of the meeting was to present draft findings on statewide freight issues and priorities, which were identified by a series of focus groups, and seek feedback on whether these topics address and reflect the comments and concerns of the freight industry.

Mr. Adel Foz of Louis Berger and Associates (LBA) briefly described the study purpose and process, and the organization of the draft document. The study purpose is to identify and prioritize transportation issues and concerns which should be addressed to contribute to a more efficient and competitive freight transportation system for Massachusetts. The underlying premise is that the freight transportation system can encourage or discourage location of industries and related jobs in Massachusetts. Mr. Foz, working as a consultant to the MFAC, a public-private partnership, initially met with representatives of freight industry trade groups to introduce the study and obtain names of companies, organizations, and individuals involved in freight issues. MFAC then convened over 23 meetings across Massachusetts with participants from modes or sectors; geographic areas; regional planning agencies (RPAs); and individual industries. Based on these meetings held over one and one-half years, the MFAC identified, compiled, and grouped issues.

The overall finding is that participants feel the transportation infrastructure in Massachusetts works pretty well, and could work even more efficiently with fine-tuning through specific roadway improvements, information projects, policy coordination, or regulatory action. Broad agreement exists on two issues, that ongoing capital projects should be completed, and that the state needs to complete double stack rail clearance as quickly as possible in order to remain competitive.

In addition, a number of issues were commonly heard across Massachusetts. (This sequence does not reflect a ranking of issues.)

- Industries have a global focus and seek the most efficient transportation. For this reason, many Massachusetts businesses move freight through the Ports of New York and Montreal, rather than the Port of Boston, since it is cheaper with more vessel calls.
- Each region is interested in a full-service truck stop that can accommodate 200 to 400 trucks.
- Specific highway interchanges need upgrades to improve truck safety.
- Overweight permits are difficult to obtain. Typical overweight loads imported through Massachusetts ports include international containers and irreducible loads of frozen seafood.
- Diesel fuel and inventory taxes are higher in Massachusetts than in some neighboring states, putting Massachusetts carriers and shippers at a competitive disadvantage.
- Truckers Information Guide is desirable to explain terminal and truck stop locations, truck routes, regulations, etc., to out-of-state truckers.
- Local zoning and town plans favor commercial development over industrial land use. This is a disincentive to manufacturing and other industrial facilities.
- Economic reports divides the state into two parts, east and west. Data would be more useful to the freight industry and RPAs if reported for three zones, west, central, and east.

Attendance

Joseph Landry	Providence & Worcester Railroad
Bob Williams	Massachusetts Freight Advisory Council, Chairman
Preston Grandin	Seaport Advisory Council
Beth Giannini	Nantucket Planning and Economic Development Commission
Ken Miller	MassHighway - Planning
Rich Rydant	Central Massachusetts Regional Planning Commission
Mark Giroux	Intransit Container
Roland Hebert	Southeastern Regional Planning and Economic Development District
Jeff McCollough	Pioneer Valley Planning Comm.
Adel Foz	Louis Berger & Associates
Brendan Monroe	Northern Middlesex Council of Governments
Wesley Ewell	Steamship Authority
Dick Easler	City of Cambridge
Shaun Keefe	Romar Transportation
Dan Gyves	Massport Air Cargo
Frank Sheehan	Massport
Cynthia S. Scarano	Guilford Transportation Industries
Eric Lawley	Guilford Transportation Industries
Clay Schofield	MBTA
Tom Egan	CSX Transportation
Gerry McHugh	CSX Transportation
Astrid Glynn	Executive Office of Transportation and Construction
Neil F. Fitzpatrick	Port Carriers Association
Mark Berger	MassHighway - Planning
Wendy Fearing	Louis Berger & Associates

Ms Glynn opened discussion of the draft findings by asking, what mechanism should RPAs have for freight industry input?

Mr. Shaun Keefe of Romar Transportation explained that there were many motor freight representatives at the initial MFAC meetings but that they found the discussion not focussed enough on truck-related, short-term issues. He suggested motor freight reps could get involved in a satellite group. Truckers already have a voice through the Massachusetts Motor Transportation Association Port Carriers Association. He would like more coordination between motor carriers and RPAs.

Mr. Ken Miller (MassHighway) agreed that RPAs operate at an appropriate geographic scale for the trucking industry to provide input at that level. Ms Glynn emphasized that most disposable (not already allocated) transportation money is programmed at the local (RPA or MPO) level, and this is a good level at which to address intersection-specific issues.

For statewide issues, such as the question of enforcing chassis regulations, RPAs could bring truckers' concerns to the state. She asked, how can RPAs make this process more convenient? Mr. Keefe suggested that RPA staff attend the quarterly meetings of the Massachusetts Motor Transportation Association Port Carriers Association. He found useful information in the 1997 MPO Fact Book, a source not widely known in the trucking community. Ms. Glynn suggested that the Metropolitan Area Planning Council (MAPC), the Boston MPO, send a person to the next motor freight industry meeting.

There is a perception that RPAs prepare transportation plans but that the state makes the ultimate decisions and directs money away from RPAs to projects such as the Central Artery/Tunnel. Ms Glynn clarified that RPAs determine local priorities for use of disposable income, and that many transportation funds are previously allocated and not disposable. Due to the size of the project, much of the allocated money in Massachusetts does go to the Central Artery.

Mr. Rich Rydant described the multimodal transportation planning approach used by the Central Massachusetts Regional Planning Commission (CMRPC), where the RPA and several transportation agencies are members of the Metropolitan Planning Organization (MPO). The CMRPC has had an ongoing relationship with the American Trucking Association and Providence and Worcester Railroad since the initiation of the Intermodal Surface Transportation Efficiency Act (ISTEA). The CMRPC has a standing transportation planning committee on which the Worcester Chamber of Commerce is a voting member. He noted that Worcester has the second largest trucking concentration in the state. How might this RPA's approach be replicated elsewhere, asked Ms Glynn?

Roland Hebert reported that the Southeastern Regional Planning and Economic Development District prepared studies of interchange upgrades, advertised meetings, and never heard from the trucking industry.

The local communities did weigh in, supporting some improvements and rejecting others. He explained that RPAs prepare yearly traffic studies to determine problem areas, and a transportation plan every three years. The transportation plan is developed with public input. He noted that the freight industry can request RPAs to study particular areas. RPAs have newsletters, annual reports, and other documents that could introduce RPAs to freight groups.

Mr. Keefe suggested that a small committee representing port carriers and motor freight companies meet with RPAs. In addition, said Ms Glynn, industry can request public sector representatives to attend industry meetings. Mr. Miller said that industry reps want to participate in focussed meetings, not general meetings that cover all modes. He noted that the freight industry is not uniform and has multiple issues. Mr. Keefe explained that in the case of the Port of Boston, the approximately 200 motor freight carriers involved are a small community with similar concerns.

Mr. Bob Williams noted that many problems are related to out-of-state trucks, yet MFAC received no response when it approached national trucking firms. MFAC may address this missing input through Mr. Kevin Kiley of the Massachusetts Motor Transportation Association. Local truck operators may not have the time and opportunity to keep up with changes in transportation policy and catch notices in local newspapers. For this reason, said Mr. Neil Fitzpatrick, policy notices should go to Mr. Kiley, who can disseminate them within the industry. Ms Glynn pointed out that local issues and actions can have impacts on national carriers. For example, local grade crossings, whistle regulation, and bike path conversion all affect larger, national rail systems.

APPENDIX C: 1995 MASSACHUSETTS FREIGHT FLOWS

Refer to the following pages for:

Massachusetts freight flows by air;

Massachusetts freight flows by water;

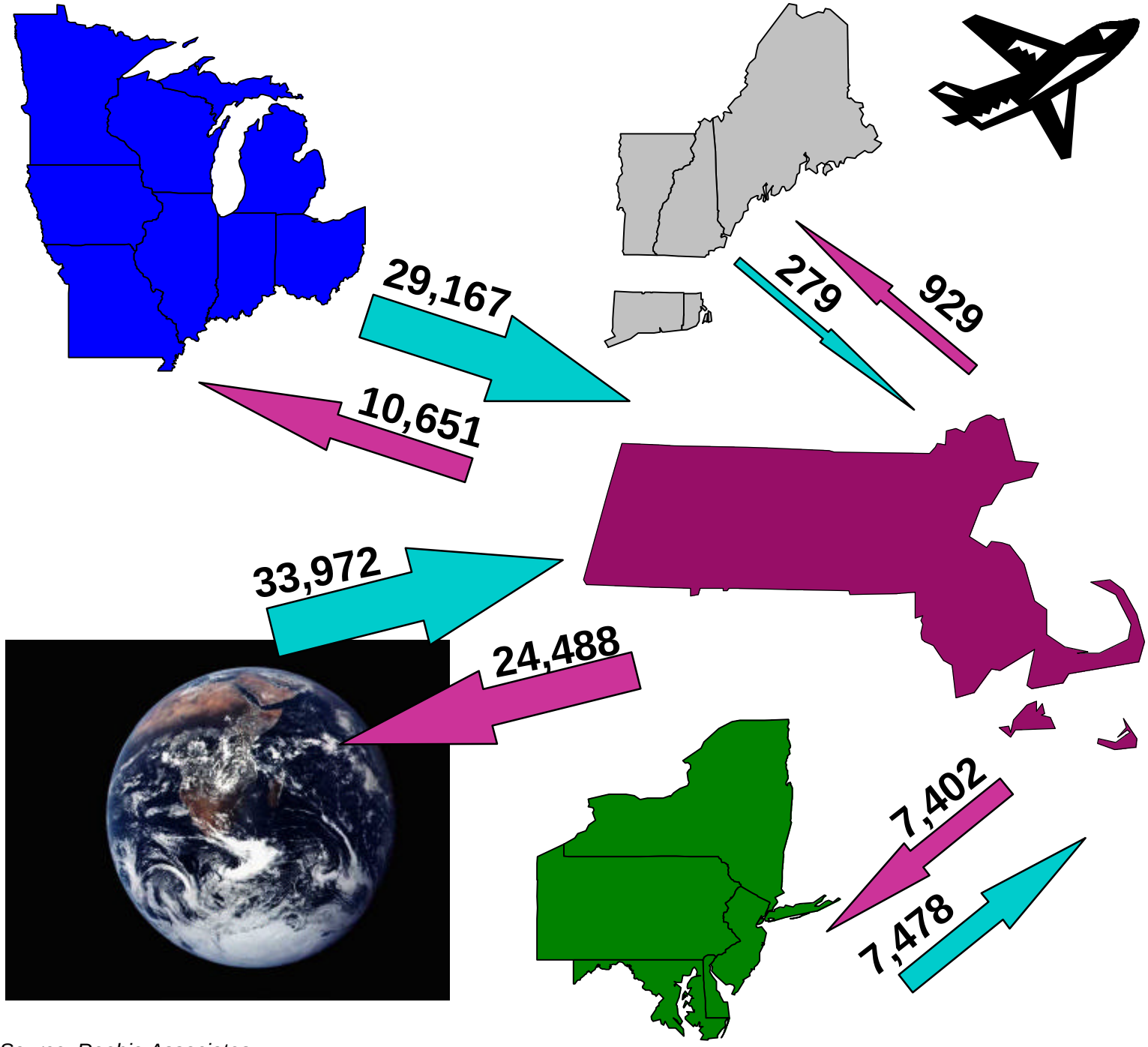
Massachusetts freight flows by rail;

Massachusetts freight flows by truck;

and Massachusetts freight flows by mode.

Massachusetts Freight Flows BY AIR

(1995 tons)



LEGEND

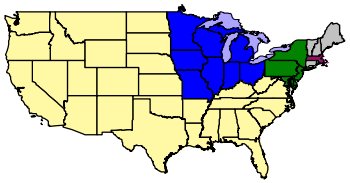
- Massachusetts
- New England
- Mid Atlantic
- Mid West
- Rest of US

Executive Office of Transportation & Construction

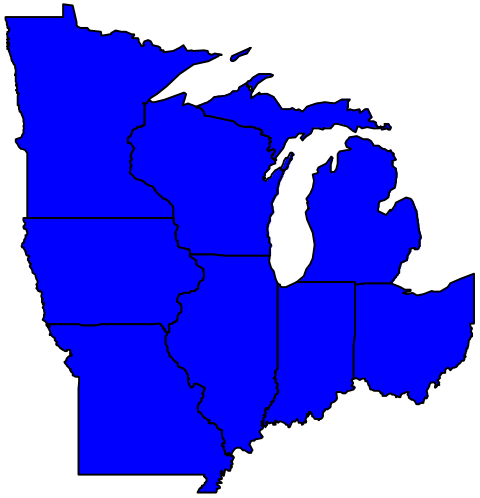
MASS HIGHWAY

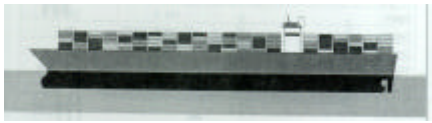
PLANNING

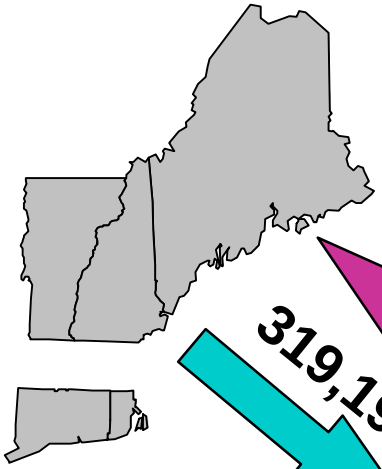
Bureau of Transportation Planning & Development



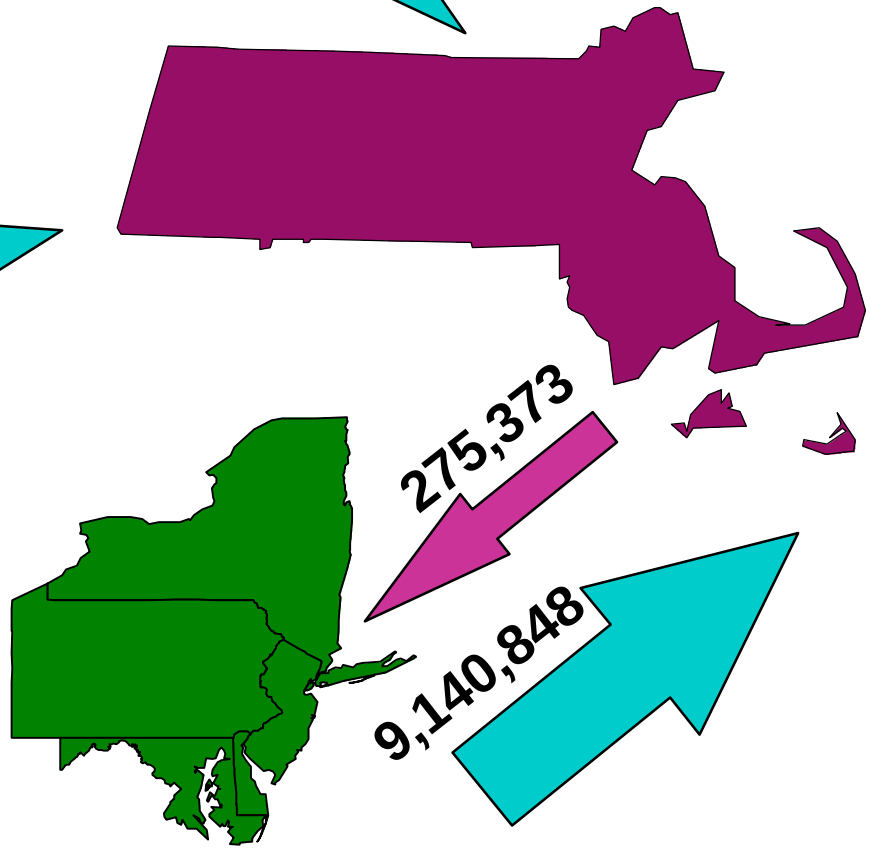
Source: Reebie Associates











Massachusetts Freight Flows BY WATER

(1995 tons)

LEGEND

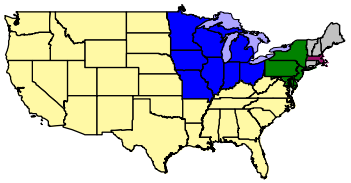
- Massachusetts
- New England
- Mid Atlantic
- Mid West
- Rest of US

Executive Office of Transportation & Construction

MASS HIGHWAY

PLANNING

Bureau of Transportation Planning & Development



Source: Reebie Associates

Massachusetts Freight Flows BY RAIL

(1995 tons)



LEGEND

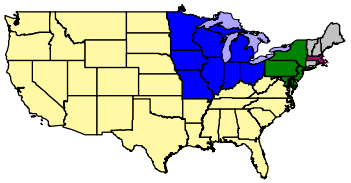
- Massachusetts
- New England
- Mid Atlantic
- Mid West
- Rest of US

Executive Office of Transportation & Construction

MASS HIGHWAY

PLANNING

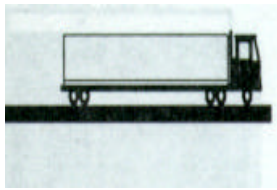
Bureau of Transportation Planning & Development

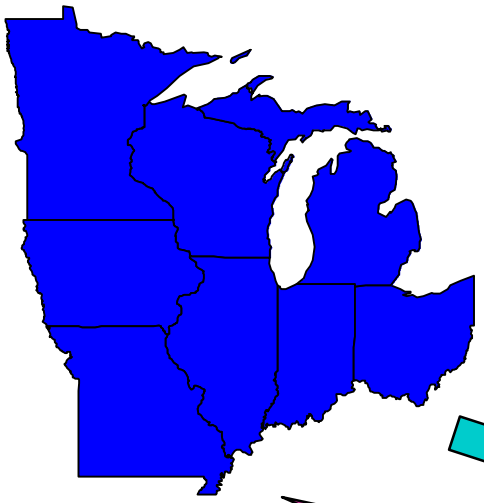


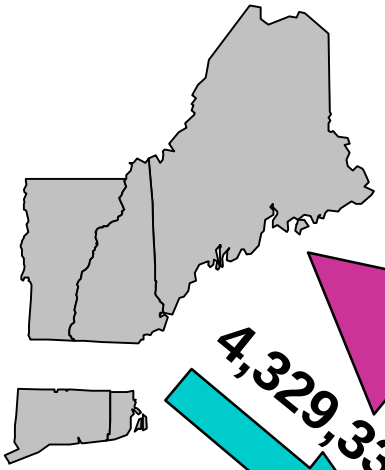
Source: Reebie Associates

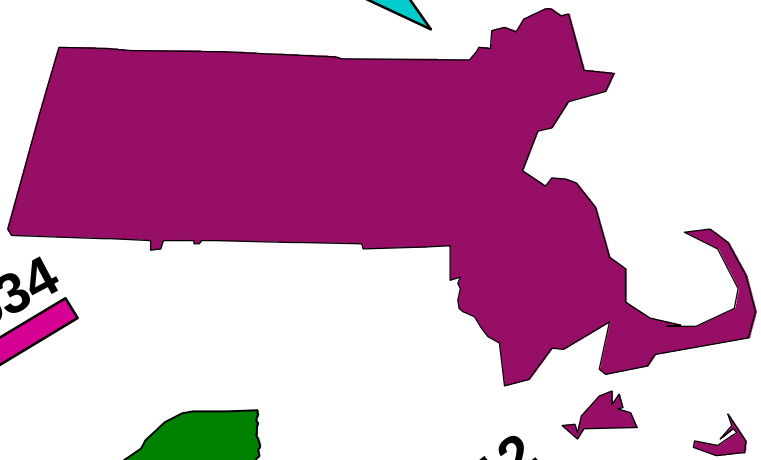
Massachusetts Freight Flows BY TRUCK

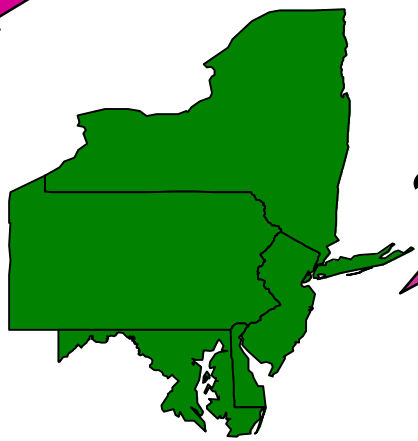
(1995 tons)













3,438,145

1,284,131

4,329,334

8,437,718

7,100,467

1,956,534

3,420,512

4,736,143

LEGEND

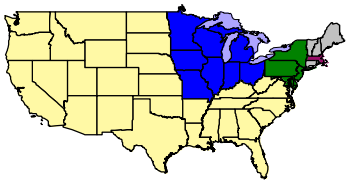
- Massachusetts
- New England
- Mid Atlantic
- Mid West
- Rest of US

Executive Office of Transportation & Construction

MASS HIGHWAY

PLANNING

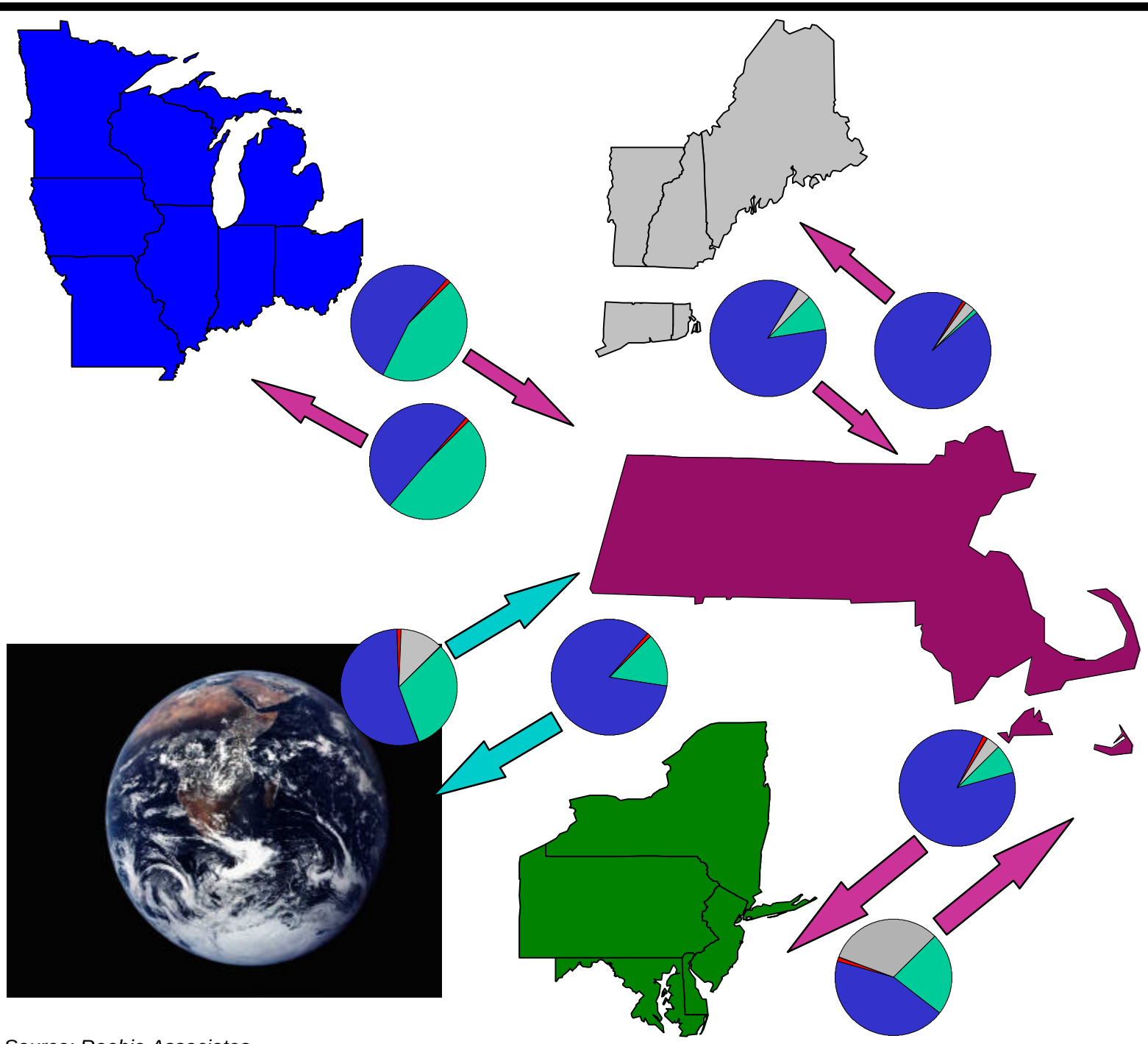
Bureau of Transportation Planning & Development



Source: Reebie Associates

Massachusetts Freight Flows BY Mode

(1995 tons)

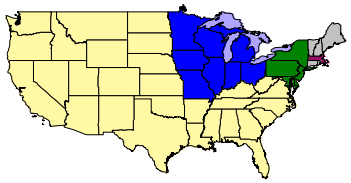


Executive Office of Transportation & Construction

MASS HIGHWAY

PLANNING

Bureau of Transportation Planning & Development



Source: Reebie Associates

APPENDIX D: TEMPORARY POLICY DIRECTIVE - INTERMODAL CONTAINER NON-REDUCIBLE LOAD PERMIT

MASS HIGHWAY

TEMPORARY POLICY DIRECTIVE

COMMISSIONER

DATE: Nov 19, 1998

INTERMODAL CONTAINER NON-REDUCIBLE LOAD PERMIT

General

The purpose of this Policy Directive is to establish and implement a temporary pilot program under 720 CMR 7.00, to designate Intermodal Containers as non-reducible loads and allow for travel on route specific State Highways and ways.

The pilot program shall be for, effective this date, a period of two years. At such time, the program shall be reevaluated for its transportation effectiveness, road and bridge condition and transportation safety.

Procedures

Ocean going sealed containerized cargo units will be considered as non-reducible loads and may be eligible for permits exempting them from the state's overall vehicle weight limit of 80,000 lbs.

The container shall be moving in international trade in direct transit to or from an international seaport, for the purpose of import or export of the container on an ocean going vessel.

Any container that is opened in any manner during movement between origins and destination, other than customs inspections, are not eligible for permits under this rule.

The container shall be sealed and bear the packer's cargo seal number and the U.S. Customs seal. If either container seal is broken, then the permit is null and void and the container will not be considered eligible under this program and shall conform to state overall gross weight limit of 80,000 lbs.

This program shall expire and be evaluated 2 years from the date of signing. An interim assessment will be conducted at the end of the first year of this program.

Equipment Specifications:

Chassis permits will be issued semi-annually (every 6 months).

Fee shall be $300.00 per permit.

Maximum gross weight of 88,000 lbs. Single axle weight of 21,420 lbs. Combined weight of two consecutive axles at least 4' apart is 42,260 lbs. Chassis axle spacing will be at least 9' apart and 36,000 lbs combined.

Minimum of 3 tractor axles for a total of 5 or more axles. The minimum distance between the second axle and the fifth axle shall be 36'.

Tractor 5th wheel will be set at the center position.

Route Specifications:

Routing for point to point moves shall be specified on the permit. The permit shall not be valid on any other routes.

Required Documentation:

The structural capacity of all bridges to be crossed by the permit vehicle must be verified prior to issuance of the proposed permit. This shall be accomplished by performing a structural analysis of each bridge to be crossed in accordance with the 1994 AASHTO MANUAL FOR CONDITION EVALUATION OF BRIDGES, including all interim's. These bridge load rating computations shall be performed using the allowable stress load rating method. The computations shall bear the stamp of a Professional Engineer registered in the Commonwealth of Massachusetts.

All computations shall be performed using AASHTO Ware™ Bridge Design System (BDS), or an alternate computer program approved for use by the Bridge Engineer. All computer files generated as part of the bridge load rating process shall be submitted in accordance with the attached submission requirements.

No permit will be granted for a weight in excess of its gross weight rating.

A bill of lading prepared and signed by the original packer of the cargo unit will be required and a copy shall accompany the permit at all times.

Weight certificates, prepared by a certified scale and signed by the seaport, shall accompany the permit at all times.

APPENDIX E: FOCUS GROUP ATTENDANCE

Focus Group Attendance

Mr. Clyde Ames	Hub Group, Incorporated
Senator Matt Amorello	State Senator
Mr. Rick Armstrong	Seaport Advisory Council
Mr. Gregg Barry	Hallamore Trucking
Ms. Dottie Belmer	Yorkshire Paper Company
Ms. Mary K. Beninati	Merrimack Valley Planning Commission
Mr. Mark Berger	Massachusetts Highway Department
Mr. George Berube	Coastal Zone Management
Mr. Wesley Blount	Federal Highway Administration
Mr. Peter Blute	Massachusetts Port Authority
Mr. Tom Boyle	T.F. Boyle Transportation
Mr. Bob Brandwein	PMA
Mr. Ethan Britland	Northern Middlesex Council of Governments
Dr. Toye Brown	Executive Office of Transportation and Construction
Mr. Jim Burgess	NBRAC
Mr. Pat Burne	Conrail/ CSX
Mr. Dan Burns	Fall River Representative to Seaport Advisory Council
Mr. Salvatore Calvino	Aviation Logistics Corporation
Ms. Karin Chorvat	Yorkshire Paper Company
Mr. Pat Ciaramella	Old Colony Planning Council
Mr. Dennis Coffey	Executive Office of Transportation and Construction
Mr. Matt Connelly	United Parcel Service
Mr. Charlie Cook	Berkshire Regional Planning Commission
Mr. Steve Cotrone	Intransit Container
Mr. Pete Coumounduos	Cargo Transport
Mr. Paul E. Crawford	Massachusetts Central Railroad
Mr. Richard A. Currier	Quincy Bay Terminal Company
Mr. Francis Daly	United States Customs Service
Mr. Bob D'Amico	Boston Transportation Department
Mr. William Doherty	Federal Express
Mr. Armand Dufresne	Massachusetts Aeronautics Commission
Mr. Brendan Dugan	Massachusetts Port Authority
Ms. Linda Dunlavy	Franklin Regional Council of Governments
Mr. Len Dunleavy	Fritz Companies
Mr. Dick Easler	City of Cambridge
Ms. Heidi Eddins	Providence and Worcester Railroad
Mr. Frank Eliot	Gloucester Representative to Seaport Advisory Council
Mr. Bernie Enright	Air General & LAMCO
Mr. Wesley Ewell	Woods Hole, Martha's Vineyard, and Nantucket Steamship Authority
Mr. John Fallon	Massachusetts Highway Department
Mr. Neil Fitzpatrick	Boston Freight Terminals
Mr. Jerry Fitz-Simon	FLEXCON
Mr. Benno Forster	SwissAir Cargo
Mr. Jorge FortIs	Wareham City Council
Mr. Barry Fuller	Seaport Advisory Council

continued on next page

Meeting attendance (continued)

Mr. Dick Garver	Boston Redevelopment Authority
Ms. Elizabeth Giannini	Nantucket Planning and Economic Development Commission
Mr. George Gillis	Massachusetts Maritime Academy
Mr. George E. Gifford	Westfield Barnes Airport
Ms. Astrid Glynn	Executive Office of Transportation and Construction
Mr. Bill Goetz (via phone)	Conrail/ CSX
Mr. Hy Goldman	T.C.L./ Greylawn Food Company
Mr. Anthony P. Goldstone	Tower Group International
Mr. Bruce Goodwin	Dynasty International
Mr. Preston Grandin	Seaport Council
Mr. Chris Guzzi	Providence and Worcester Railroad
Mr. Dan Gyves	Massachusetts Port Authority
Ms. Jacquelyn Hall-Smith	City of New Bedford, Strategic Project Coordinator
Ms. Kathleen Hancock	University of Massachusetts
Mr. John Hanlon	Housatonic Railroad
Mr. Chop Hardenbergh	Atlantic Railwatch
Mr. Roland Hebert	Southeastern Regional Planning and Economic Development District
Mr. Carl Hellstrom	Central Massachusetts Regional Planning Commission
Mr. Richard J. Higgins	K. B. Toys
Ms. Nhuy Hoang	Massachusetts Port Authority
Ms. Susan Houston	Massachusetts Alliance for Economic Development
Mr. Jack Hughes	Boston Freight Terminals
Mr. Jim Jarvis	Massachusetts Port Authority
Ms. Paige Kane	Conrail/ CSX
Mr. George Kahalee	Montachusett Regional Planning Commission
Captain Steve Kenney	Gloucester Harbor Master
Mr. Dave Kennedy	City of New Bedford Planning
Mr. Kevin M. Kiley	Massachusetts Motor Transportation Association
Mr. Charles Kilmer	Old Colony Planning Council
Ms. Susan King	American Ref-Fuel - SEMASS
Mr. Toby Knox	TKA
Mr. Peter Kortright	Horizon Planning Group
Mr. Bill Kuttner	Central Transportation Planning Staff
Mr. Kevin Laffey	Expediters International
Mr. Jeff Levine	Cape Cod Commission
Mr. Barry Loughlin	United States Customs Service
Ms Barbara Lucas	Metropolitan Area Planning Council
Mr. Richard Macchione	Boston Bay Brokers, Incorporated
Mr. Frank Mahady	FXM Associates
Mr. Lev Malakhoff	Cape Cod Commission
Mr. Tom Maltais	Guilford Transportation Industries
Mr. Alan Marks	Hub Group, Incorporated
Mr. Richard Marquis	Federal Highway Administration
Mr. Marty Mauly	City of New Bedford, Harbor Development
Mr. Jeff McCollough	Pioneer Valley Planning Commission
Mr. Steve McHugh	Massachusetts Port Authority
Mr. Joe Meunier	Oceanair Incorporated
Mr. Ken Miller	Massachusetts Highway Department

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Meeting attendance (continued)

Mr. Mark Mizereck	United States Customs Service
Mr. Eric Moffett	New England Central Railroad
Mr. Tom Muise	Boston Cartage Air Cargo Transport
Mr. Jim Murphy	American Trucking Association Foundation
Mr. Lou Nucci	Nucci-Vine Associates
Mr. John O'Brien	Global Trade Association
Mr. Patrick O'Malley	United States Customs
Mr. Bill Parcell	Worcester Area Chamber of Commerce
Ms. Katalin Parkas	Old Colony Planning Council
Mr. Scott Peterson	American Ref-Fuel - SEMASS
Mr. David J. Petta	United States Department of Transportation
Mr. Brian Piascik	Pioneer Valley Planning Commission
Mr. David E. Powell	Damco Maritime
Mr. Robert Quinn	Federal Express
Mr. Bernard M. Reagan	Bay Colony Railroad
Ms. Pam Reed	Massachusetts Port Authority
Mr. Bob Reyes	Massachusetts Port Authority
Mr. Edward J. Rodriguez	Housatonic Railroad
Mr. Rich Rydant	Central Massachusetts Regional Planning Council
Mr. Frederick R. Satkin	Satkin Mills
Mr. Nick Schluter	Kellaway Transportation
Mr. Bob Scully	Scolly Trucking
Mr. Tom Seidenberger	American Ref-Fuel - SEMASS
Mr. Jon Seward	Boston Sand and Gravel
Mr. Frank Sheehan	Massachusetts Port Authority
Mr. Ed Silva	Federal Highway Administration
Ms. Maggie Silver	Pioneer Valley Railroad
Mr. Dave Smith	Salem Representative to Seaport Advisory Council
Mr. David Spillane	VHB, harbor masterplan consultant
Ms. Angela Stecchi	Massachusetts Port Authority
Captain Mike Taylor	New Bedford Representative to Seaport Advisory Council
Mr. Matt Thomas	City of New Bedford, Development Council
Mr. Armand Tiberio	Woods Hole, Martha's Vineyard, and Nantucket Steamship Authority
Mr. Peter Torkildsen	Seaport Advisory Council chairman
Mr. Nick Tzannos	Intercontinental Transport Services
Mr. Michael R. Walsh	Maersk Incorporated
Mr. Pete Watson	American Ref-Fuel - SEMASS
Mr. David Webster	Executive Office of Administration and Finance
Mr. Vic Weeren	United States Customs Service
Mr. Thomas Welch	Southeastern Regional Planning and Economic Development District
Mr. Robert Williams	Massachusetts Freight Advisory Council Chairman
Mr. Keith Wilson	Franklin Regional Council of Governments
Ms Beverly Woods	Northern Middlesex Council of Governments
Mr. Charlie Yelen	Massachusetts Port Authority

GLOSSARY

FREIGHT CONCEPTS, TERMS AND ACRONYMS USED IN THIS REPORT

Specialized terms describe the equipment, facilities, patterns, planning, regulations, agencies, legislation and funding that affect freight movement in Massachusetts. The following terms are referenced in this report.

BTPD	Bureau of Transportation Planning and Development, responsible for long-range planning and research for MassHighway.
Container (intermodal container)	Containers are stackable steel boxes used to ship goods; they are transported by truck, rail, barge and ship. Containers are used to eliminate bulk handling at shipside. They are sized to meet two standards, International or Domestic. International containers meet the standards of the International Standards Organization (ISO). ISO container heights vary with length. Containers up to 40' long are 8'-6" high; those 45' or longer are 9'6" high. U.S. domestic containers are available in the same lengths as trailers (see below). The initial U.S. domestic containers, now referred to as "Phase I", are 45' or less in length and 9'-6" high. Phase II domestic containers are 48' or 53' long and 9'-6" tall. Typically they are heavier and allow greater shipping economies where vertical clearance is available.
Double-stack ("double-cube")	The two-tier loading of containers on rail cars. This innovation was introduced in the U.S. in the mid-1980s and increased the economies of rail shipment by 30-40%. However, rail infrastructure designed for double-stack clearance of Phase I containers (8'6" + 8'6") may not have sufficient clearance for double-stack Phase II containers (9'6" + 9'6"). The Phase II system covers most of the nation except parts of New England.
EOTC	Executive Office of Transportation and Construction, is the executive department responsible for transportation planning and construction in the Commonwealth.
ISTEA	Intermodal Surface Transportation Efficiency Act, the federal transportation funding mechanism in effect through mid-1998. See also TEA-21.
FHWA	Federal Highway Administration, responsible for disbursement of federal highway funds and rule-making regarding over the road transport regulations.
MassHighway	The Massachusetts Highway Department plans, designs, maintains and regulates the use of all interstate and state bridges and highways (other than I-90) and administers FHWA funds for highway projects.
MassPike	The Massachusetts Turnpike Authority maintains, and regulates the use of, the Boston cross-harbor tunnels, Central Artery, and I-90 from Boston to Stockbridge. In the future, its role may be expanded to other highway infrastructure.

Glossary continued on next page

Glossary (continued)

MassPort	Massachusetts Port Authority, responsible for public terminals in the Port of Boston, Tobin Bridge, Logan International Airport, Hanscom Field, and related properties.
MBTA	The Massachusetts Bay Transportation Authority, funded by fares and subsidies, provides public transit to most of eastern Massachusetts.
MPO (Metropolitan Planning Organization)	Under the Clean Air Act (CAA) Amendments of 1990, MPOs are the entities responsible for gathering and updating schedules and budgets for proposed transportation projects in a given urban area. This data is submitted in an annual Transportation Improvement Plan (TIP) for allocation of Federal transportation aid.
Non-Vessel Operating Common Carriers (NVOCC)	In practice, logistics managers that make all arrangements for domestic and international freight shipments, but do not own vessels.
Overweight permits	These permits are issued by MassHighway to regulate use and wear and tear on state roads and highways when vehicle gross weights exceed posted limits, typically 80,000 pounds for 5 axle semi-trailers.
Roll-on, Roll-off (RoRo)	A system of vessels and integrated highway access, signs, parking and vehicle staging areas used to transport trucks [and buses] across water bodies without separating tractor and trailer.
RPA (Regional Planning Agency)	The Massachusetts government entity, usually encompassing one or more counties, with environmental, public transportation, solid waste, and other planning duties. Under the Clean Air Act (CAA) Amendments of 1990, RPAs are responsible for gathering and updating schedules and budgets for proposed transportation projects in a given region. This data is submitted in an annual Transportation Improvement Plan (TIP) for Federal transportation fund expenditures.
Steamship Authority	The Woods Hole, Martha's Vineyard, and Nantucket Steamship Authority is the Massachusetts agency responsible for marine freight and passenger transport to the islands off Massachusetts' southern coast.
Tandem	Two trailers towed by a single tractor, a configuration used to increase efficiency. Regulations prohibit tandems from certain roadways.
TEA-21	Transportation Equity Act for the 21st Century, the 1998 reauthorization of the Intermodal Surface Transportation Efficiency Act funded through 2004.
TEU	A Twenty-foot Equivalent Unit is a standard measure of shipping container volume. The original containers were approximately 20' long and 8'-6" high. A forty-foot, forty-eight-foot or fifty-three-foot container is counted as 2 TEUs. Since contemporary container sizes vary (see Container), a total shipment is referred to by the number of TEUs, rather than the number of containers.

Glossary continued on next page

Glossary (continued)

TIP	Transportation Improvement Program, the mechanism used to allocate federal transportation aid. Metropolitan Planning Organizations and Regional Planning Agencies annually gather and update data on transportation project costs and implementation schedules for compilation in a state-wide TIP document.
Truck exclusion route	Local streets and roadways where commercial through trucking is not allowed. These routes are granted exclusionary status by MassHighway after review of requests by cities and towns.
Truck route	Designated route for commercial truck movement.