

Massachusetts Statewide Freight Plan

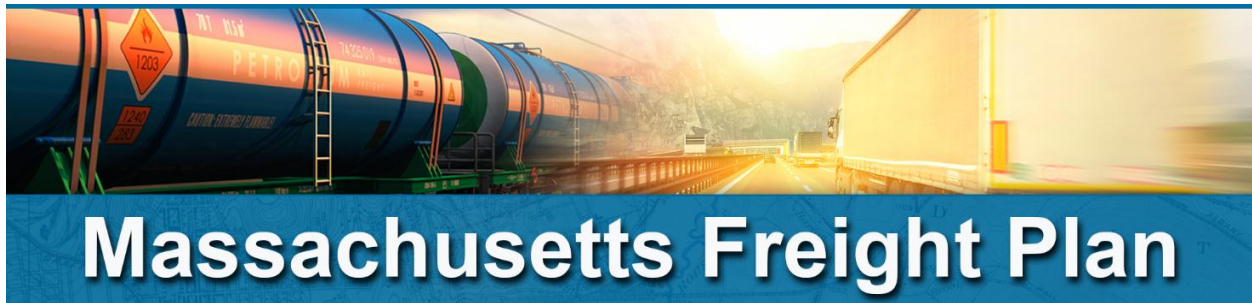
Open House 1 – Meeting Summary

presented by

Massachusetts Department
of Transportation

Funded by the Federal Highway Administration

January 26, 2017



Open House #1: Meeting Summary

Date: January 26, 2017, 4:00 PM to 5:30 PM

Location: Union Station (Union Hall) – 2nd Floor, 2 Washington Square, Worcester

Present

Project Staff:

Gabe Sherman, Massachusetts Department of Transportation (MassDOT) Office of Transportation Planning (OTP); Andreas Aepli, Nathan Higgins and Lance Grenzeback, Cambridge Systematics (CS); Regan Checchio and Sarah Paritsky, Regina Villa Associates (RVA).

Freight Advisory Committee Members:

Name of FAC member	Organization	Present	Sent Designee (see below)
Tom Tinlin, Chair	MassDOT Highway Division	<input checked="" type="checkbox"/>	
Ed Anthes-Washburn	Port of New Bedford		
Chris Atwood	Unistress Corp.	<input checked="" type="checkbox"/>	
Joe Barr	City of Cambridge	<input checked="" type="checkbox"/>	
Pierre Bernier	Maritime International	<input checked="" type="checkbox"/>	
Tim Brennan	Massachusetts Association of Regional Planning Agencies (MARPA)		<input checked="" type="checkbox"/>
Matthew Burwell	Legal Sea Foods	<input checked="" type="checkbox"/>	
Joe Carter	SBA Global	<input checked="" type="checkbox"/>	
Tom Cosgrove	NFI Industries	<input checked="" type="checkbox"/>	
George Fournier	Cumberland Farms	<input checked="" type="checkbox"/>	
Charles Hunter	Genesee & Wyoming Railroad	<input checked="" type="checkbox"/>	
Colleen Kissane	Connecticut Department of Transportation		<input checked="" type="checkbox"/>
Mark Marasco	Maple Leaf Distribution Services	<input checked="" type="checkbox"/>	
Lisa Wieland	Massport	<input checked="" type="checkbox"/>	
Brandon Wilcox	Federal Highway Administration (FHWA)		<input checked="" type="checkbox"/>
Kevin Young	Global Partners	<input checked="" type="checkbox"/>	

The following designees attended on behalf of an FAC member:

Name of Designee	Organization
David Elder	Connecticut Department of Transportation
Ken Miller	FHWA
Gary Roux	MARPA

Members of the Public:

Paul Dell Aquila, Town of Spencer
Anthony Christakis, MassDOT
Sandy Cristo, Millbury
Michelle Delemarre, Massachusetts Department of Environmental Protection (MassDEP)
Philip Doherty, MassDEP
Denny Drewry, Westborough/Central Massachusetts Regional Planning Commission (CMRPC)
Greg Dumas, Town of Sterling/Montachusett Regional Planning Commission (MRCP)/Montachusett Joint Transportation Committee (MJTC)/Masstransportation.net
David Elwell, Pare Corp
Raymond Guarino, Old Colony Planning Council
Christina H., Worcester Telegram & Gazette
George Kahale, MRPC
Bill Kuttner, Central Transportation Planning Staff (CTPS)
Clete Kus, Berkshire Regional Planning Commission
John LaPoint, Town of Grafton
Paul Mission, Southeastern Regional Planning and Economic Development District (SRPEDD)
Cyrus Moulton, Telegram & Gazette
Maureen Mullaney, Franklin Regional Council of Governments (FRCOG)
Essek Petrie, HNTB
Richard Rydant, CMRPC
Laurie Scarbrough, FRCOG
Barry M. Steinberg, Association for Public Transportation
Steven Tyler, Spencer Department of Public Works
Steve Wallace, Westminster
Jillian Zywiec, Mass Motor Transport Association

Purpose

The first Open House was held to introduce the Massachusetts Freight Plan, share the work completed to date, and gather input from the public.

Format

The meeting was arranged in an open house format with boards at stations set up around the room. Four informational boards were set up on one side of the room and staff were available to answer questions:

1. Map
2. Background
3. Industries
4. How Freight Moves

Four additional boards with questions were set up on the other side of the room (see: Open House Activity Results, page 5). Participants responded to a question on each board by writing responses on

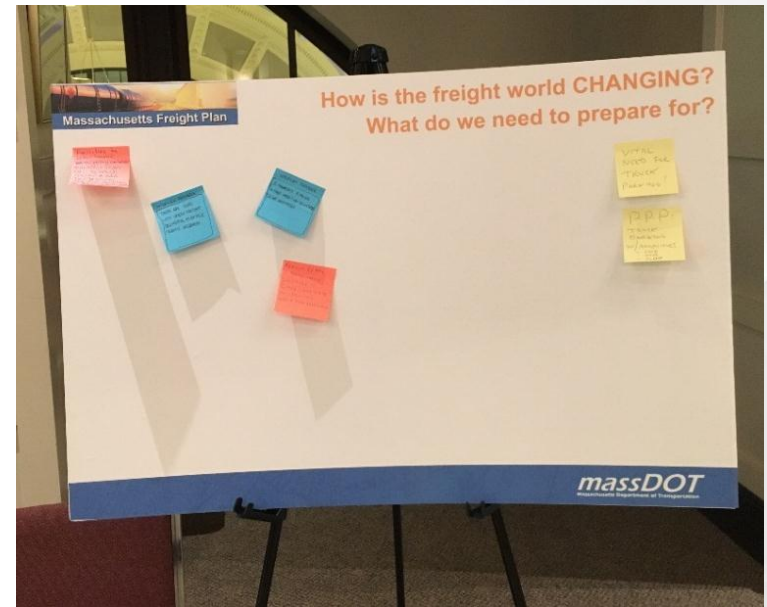
sticky notes. The project team posted one or two responses derived from the interviews to provide an example response.

A short presentation was projected in the back of the room (on a loop). The slides included information about the objectives, background, and timeline of the Freight Plan (see: Presentation, page 10).

OPEN HOUSE ACTIVITY RESULTS

How is the freight world **CHANGING**? What do we need to prepare for?

- Interview Feedback Example: There are issues with urban freight deliveries as bicycle traffic increases.
- Interview Feedback Example: E-Commerce is having a huge impact on deliveries in my institution.
- Freight by Rail is particularly susceptible to climate change threats (heat/flooding). Need to plan accordingly.
- Facilities to better handle shipping container transfers from rail to truck freight and add new, smaller regional locations ex: Spencer E. Brookfield Railroad on Route 49.
- Vital need for truck parking!
- P.P.P.: Truck parking w/ amenities: Food, Fuel, Sleep



How can MassDOT INVEST to relieve bottlenecks and maximize utility?

- Interview Feedback Example: We need double stack clearance. Fix the Hoosac Tunnel! 286k Rail!
- Supply chain cul-de-sac or series of cul-de-sacs? Isolated? Did we do that?
- Port of Boston more friendly to stop Cul-de-sac (Montreal)
- Encourage larger businesses to split their shifts say 1/3 @7a – 3p, 1/3 @8a – 4p, 1/3 @9a – 5p; OR ½ @8a – 4p; ½ @10 a – 6p. This would reduce peak hour congestion & increase hours businesses provide service. This split shift philosophy could be altered.
- More investment for air-freight and increased travel options for Worcester Airport (more airlines & destinations)

What *POLICIES AND REGULATIONS* support an efficient freight system?

- Interview Feedback Example: Oversize/overweight permitting is getting better but still not as good as other states
- Interview Feedback Example: We need more truck stops on I-495
- Need to consider faster deterioration & need to maintain frequented cross country freight route roads & bridges such as Route 31 from Route 49 in E. Brookfield to I-190 in Holden
- Support [tolling] structure set to minimize vehicle traffic peaks merging with freight traffic peaks
- Support anti-idling reduction technology for fuel efficiency and to reduce impact on possible sensitive receptors
- Innovative ideas – District 6 utilities – move between terminals/ports (move by pipe not truck) (Scandinavia – beer pipeline)
- Complete streets conflict with freight movement (alternative arteries to interstates), shoulders



How can MassDOT COLLABORATE with system users to collect feedback?

- Interview Feedback Example: We need more truck education to help build the workforce
- Involve RPA's to encourage and obtain local feedback from communities. Create a handout a town could distribute at local town meeting. On the handout point to a website or give paper handout to Town Clerk that forwards back to [RPA].

PRESENTATION

Our objectives

- Fulfill all **federal requirements** for State Freight Plans
- Articulate a **vision** for the freight system
- **Raise awareness** of freight's role in the economy
- Use **scenario planning** to address an **uncertain future** and develop **robust strategies**

How we see the freight system

Economy

*Types of Industries, Number of Households,
Types and Volumes of Commodities*

Logistics

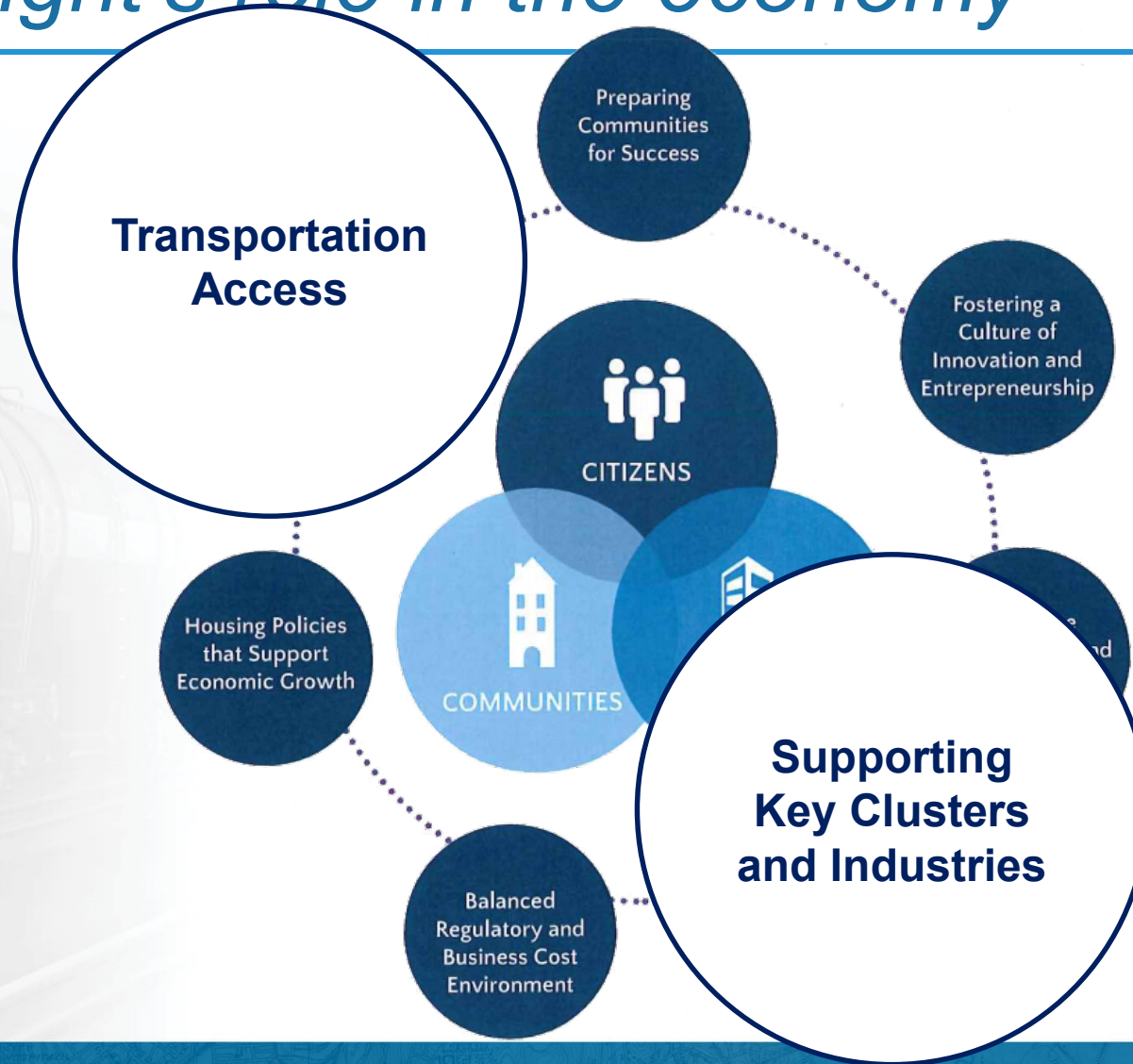
Supply Chains, Distribution Networks

Transportation

*Infrastructure: Highways, Rail Lines, Ports, Airports...
Vehicles/Flows: Trucks, Planes, Rail Cars, Ships...*

Policy and Regulation
Ownership, Use, Pricing, Taxation...

Freight's role in the economy



What we are doing

Aug Sep Oct Nov Dec Jan Feb Mar Apr May Jun Jul

**Synthesize 30+ reports
Analyze Freight Data
4 Agency Round Tables
25+ Industry Interviews**

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

**2017
Freight
Plan**

How MassDOT thinks about overall transportation goals



Customer Experience

Provide reliable and accessible services to MassDOT and MBTA customers and ensure that they are satisfied with the services provided.



System Condition

Ensure that the transportation system is well maintained and follows best practices for maintaining, preserving, and modernizing assets.



Budget and Capital Performance

Maximize capital investment effectively and efficiently by delivering programs and projects that produce the greatest benefits to the Commonwealth, its residents, and its visitors.



Safety

Provide and support a multi-modal transportation network that is safe for our workers and all users.



Healthy and Sustainable Transportation

Invest in and support a transportation system that promotes and protects the health of all users and the natural environment.

How MassDOT thinks about investment priorities

1

Reliability

Maintain and improve the overall condition and reliability of the transportation system

2

Modernization

Modernize the transportation system to make it safer and more accessible and to accommodate growth

3

Expansion

Expand diverse transportation options for communities throughout the Commonwealth