

# Massachusetts Statewide Freight Plan

Freight Advisory Committee  
Meeting 4



*presented to*  
Freight Advisory  
Committee

*presented by*  
Massachusetts Department of  
Transportation

# Agenda

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## ➤ Welcome and Review

Gabe Sherman,  
Massachusetts Department of Transportation (MassDOT)

## ➤ Draft Plan and Discussion

Nathan Higgins, Cambridge Systematics (CS)

## ➤ Closing Thoughts

Trey Wadsworth, MassDOT



A nighttime photograph of a cityscape, likely Boston, featuring a large, vibrant firework exploding in the dark sky. The city lights are visible, including a prominent red brick building in the foreground and a harbor area with many sailboats in the background. The word "INTRODUCTIONS" is overlaid in large, white, italicized capital letters.

# *INTRODUCTIONS*

# The Freight Planning Team

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» Highway Division Administrator  
Tom Tinlin

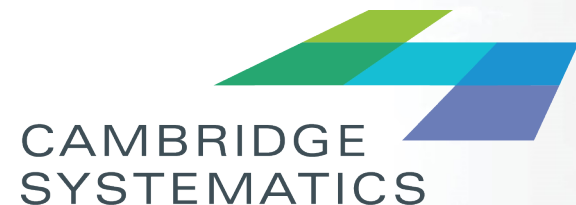
– Chair, Freight Advisory  
Committee (FAC)

» Gabe Sherman

– Project Manager  
– [Gabriel.Sherman@dot.ma.state.us](mailto:Gabriel.Sherman@dot.ma.state.us)

» Trey Wadsworth

– Manager of Capital Planning



P O R T S C A P E   I N C



# Our Work Plan

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.

**Internal  
Draft**

# *Project Completion Schedule*

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- **CS will submit plan to MassDOT at end of May**
  - » MassDOT management review mid-June
  - » Revisions late-June
  
- **Draft Plan Posted for Public and FAC Comment mid-July**
  - » Public and FAC comment closes early August
  - » Revisions mid-August
  
- **Draft Plan Presented for FHWA Comment in mid-August**
  - » FHWA comment closes mid-October
  - » Revisions late-October
  
- **Final Plan Posted in November**

# ***DRAFT FREIGHT PLAN***

# Vision

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## ➤ The Massachusetts Multimodal Freight System will:

- » Be safe, secure, and resilient
- » **Improve** the condition of key freight assets
- » Improve the economic competitiveness of Massachusetts
- » Provide efficient and reliable mobility within Massachusetts and to/from neighboring states
- » Support healthy and sustainable communities



# *Guiding Principles*

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## ➤ **Our Guiding Principles in Implementing this Vision:**

- » Consider the experience of **all** customers
- » Provide reliable, efficient service within budget constraints
- » Take advantage of innovations and technology
- » Support a well-trained workforce with good-paying jobs
- » **Be responsive to trends as they unfold**

# *Vision and Purpose*

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## ➤ **Massachusetts' freight system:**

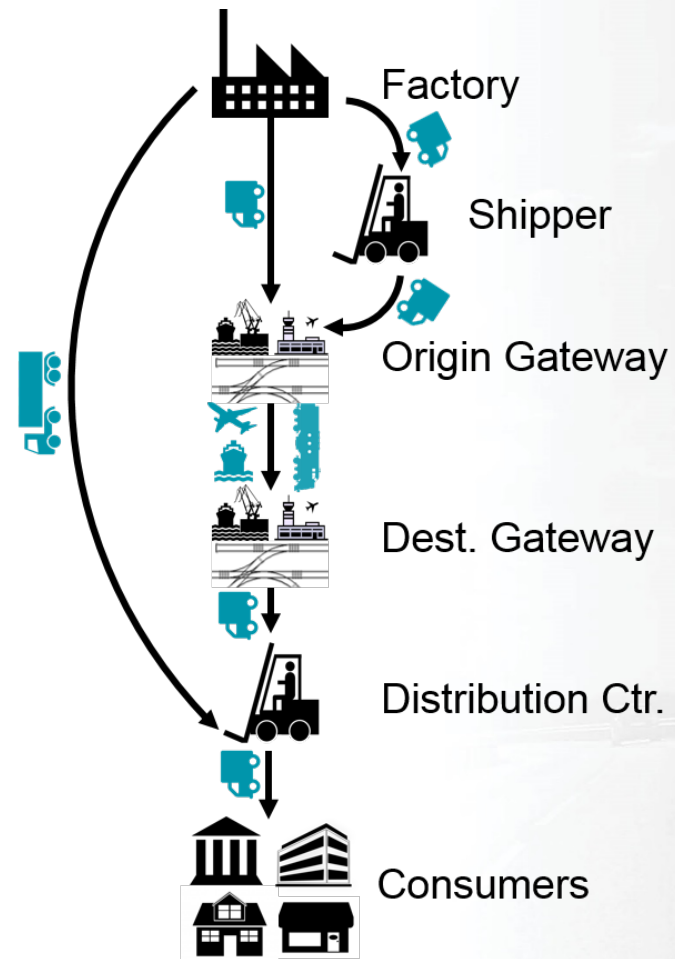
- » 230 million tons carried in 2015, 300 million tons in 2045
- » \$500 billion carried in 2015, \$1 trillion in 2045

## ➤ **FHWA requirement to develop a freight plan**

- » Trends, needs, and issues, policies, strategies, performance measures
- » Facilities on the National Multimodal Freight Network
- » Consider innovative technologies and ITS
- » Discuss preventive maintenance, bottlenecks
- » List priority projects
- » **Consult with an FAC**

# Massachusetts Freight Network

- Gateways
- Corridors
- Distribution and En-Route
- First and Last Mile
- The Network
  - » Selected by MPOs
  - » Plan will include a map/list
  - » Can change over time





# Planning Context

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## ➤ Existing Conditions

- » Economy
- » Industry
- » Policy and Regulation



## ➤ Drivers of Global Change

- » Urbanization
- » Globalization
- » Technology
- » Knowledge
- » Climate



# Recommended Strategies

|              | Lower Risk                                    | Higher Risk  |
|--------------|---|--|
| All Futures  | <b>Immediate</b><br>Current or near-term need |  |
|              | <b>Robust</b><br>No-brainers                  |  |
| Some Futures | <b>Deferred</b><br>No regret                  | <b>Hedging</b><br>Potential regret<br><br><b>Shaping</b><br>Influence the future |
| No futures   | <b>Dropped</b>                                |  |

# Immediate Strategies

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## ➤ Infrastructure Improvements

- » State-of-good repair
- » Build new truck parking
- » 286K rail and double-stack
- » Truck Stop Electrification
- » Preserve industrial sites

## ➤ Operational Innovations

- » Truck side-guards
- » Intelligent Transportation Systems and active operations management

## ➤ Policies and People

- » Freight professional development
- » Reduce CO<sub>2</sub> emissions
- » Integrate freight into planning and zoning
- » Harmonize oversize/overweight in New England
- » Coordinate freight planning with neighbor states



# *Robust Strategies*

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## ➤ **Infrastructure Improvements**

- » Climate change resiliency
- » New and improved intermodal terminals
- » Uncongested urban access to ports and airports
- » **Delivery strategies in urban areas and town centers**

## ➤ **Operational Innovations**

- » Integration of supply chain information systems
- » Clearance and chain-of-custody
- » **Leverage connected vehicle technology**

# *Hedging Strategies*

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## ➤ **Infrastructure Improvements**

- » Distribution centers inside of Route 128

## ➤ **Operational Innovations**

- » Improve Logan Airport cargo processing efficiency

# Shaping Strategies

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## ➤ Infrastructure Improvements

- » Consolidated freight villages
- » **Encourage use of gateways**

## ➤ Policies and People

- » **Short-sea shipping**



# *Deferred Strategies*

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## ➤ **Infrastructure Improvements**

- » Standardized small package drops

# *IMPLEMENTATION*

# *Stages of Implementation*

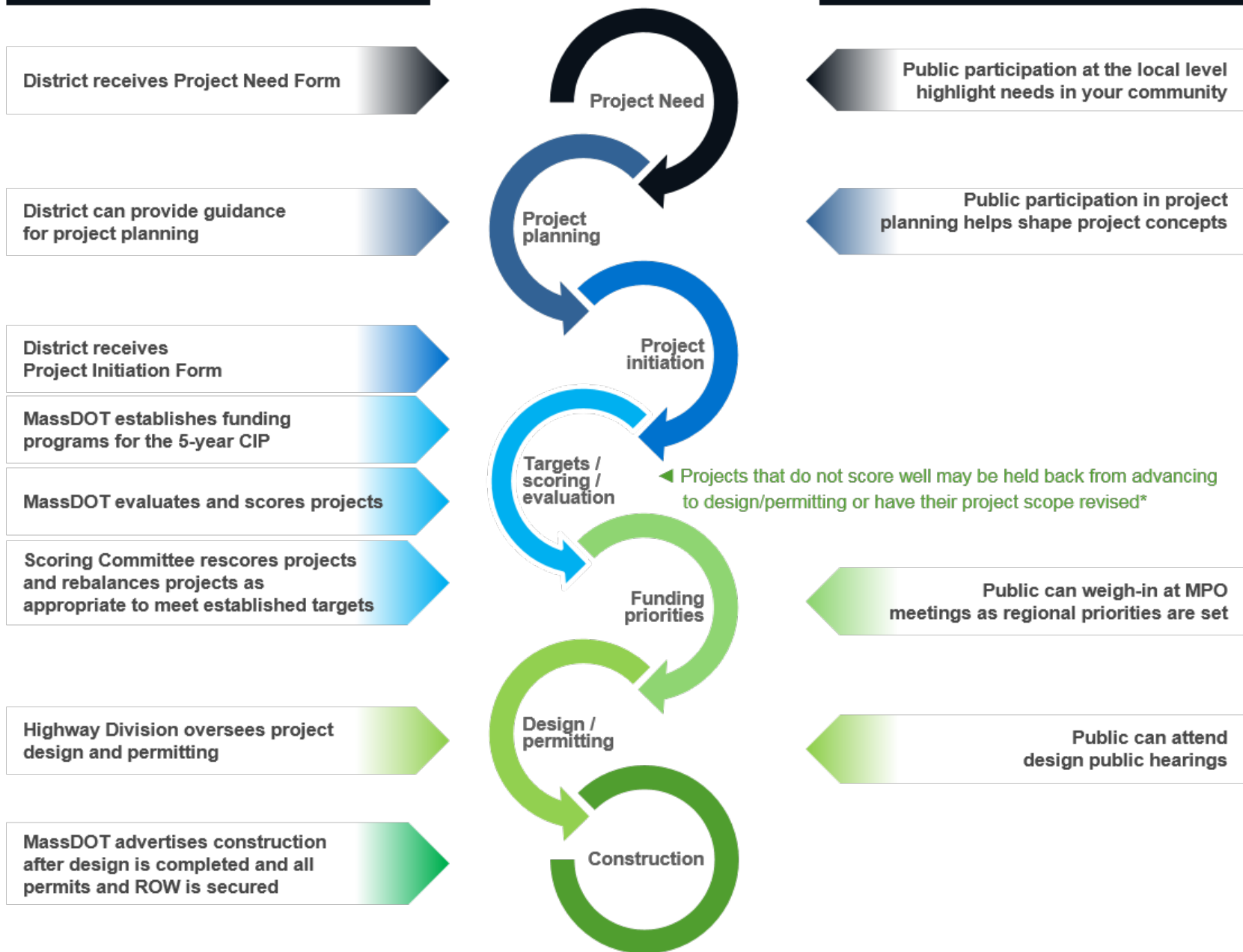
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This plan focuses on strategies.  
What do we need to consider to implement them?

- Who proposes individual projects?
- Where does funding come from?
- How is value to freight reflected in prioritization?
- Who manages projects and resulting assets?

## Project development process

## Opportunities for public input



\* The targets/scoring/evaluation step was one of the recommendations of the [Project Selection Advisory Council](#) which was created by the General Court to assist MassDOT in creating uniform project selection criteria for transportation investments.



# *Who proposes projects?*

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- Initiates projects
  - » MassDOT
  - » Other State Actors (Railroads, Massport, etc.)
  - » Municipalities
- Project concepts (need partner to initiate)
  - » Metropolitan Planning Organizations (MPO)
  - » Business
  - » The Public

# Where does funding come from?

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## ➤ Federal Aid (requires state match)

- » Federal Highway Administration
  - *National Highway Freight Program (\$100M over 5 years)*
  - *Interstate Maintenance*
  - *National Highway Performance Program*
- » Federal Railroad Administration
- » Federal Aviation Administration

## ➤ Commonwealth of Massachusetts

- » Taxes and Fees
- » Tolls

## ➤ Public-private partnerships

## ➤ Local tax revenue

# *How is value to freight reflected in prioritization?*

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- **MassDOT has a two-stage prioritization process**
  - » Planning for Performance to set program sizes
  - » Project Selection Advisory Council to select projects
- **PSAC scoring system includes eight criteria**
  - » Freight is factored in through the following criteria: mobility, economic impact, safety, and policy support.
- **Dedicated Federal Funding in itself affects priority**

# *Who manages projects and assets*

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- **MassDOT**
- **Massport or State agencies**
- **Municipalities**
- **Public-private partnership**



# *Example: Truck Stops*

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Who Proposes?

MassDOT

Who Pays?

Public Private Partnership (PPP) between operator and MassDOT, with MA funds from NHFP, other sources (Volkswagen settlement?) for truck stop electrification

What Benefit?

Cost-effectiveness (PPP), Economic Impact, Safety, Environmental and Health (TSE), Policy Support (in the Freight Plan)

Who Manages?

Private operator and municipality

# *Example: 286K Rail*

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Who Proposes?

Railroads and railroad customers, Economic Development Councils (EDC)

Who Pays?

MassDOT and/or private owner, depending on the specific improvements needed

What Benefit?

Economic Impact, Safety (for certain projects), Policy Support (in the Freight and Rail Plans)

Who Manages?

Owner (MassDOT or railroad)

# *Example: Workforce Support*

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Who Proposes?

Labor groups, employers, schools

Who Pays?

Commonwealth, potentially with support from labor groups, employers, and school districts

What Benefit?

Economic Impact, Social Equity and Fairness, Policy Support

Who Manages?

MassDOT (policy changes), labor groups, employers, schools

# *Example: Loading Dock Plans*

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Who Proposes?

Municipalities and developers

Who Pays?

Developers

What Benefit?

Economic Impact, Safety, Policy Support

Who Manages?

Municipalities and developers



# *CLOSING THOUGHTS*

# *Closing Thoughts*

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- **Feedback on this experience?**
- **What can/should the FAC do once plan is finished?**
  - » Follow up on implementation efforts?
  - » Assist with implementation and project delivery?
  - » Keep an eye on trends and events?
  - » Which issues would you like the FAC to discuss?
- **We will follow up with a survey**

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