

**FREIGHT COMMITTEE MEETING NOTES OF AUGUST 8, 2007**

ATTENDEES: Richard Arena, Mark Berger, Walter Bonin, John Businger, Joe Cosgrave, Nancy Crowley, Frank DeMasi, Ronald Klempner, Bill Kuttner, Cathy Buckley Lewis, Carl Martland, Carlye Murphy, Tom Murphy, Steve Olanoff, Mike Rennie, Bob Reyes, Rich Rydant, Marilyn Wellons, Lynn Vikesland

• Introductions

- Carl Martland has written extensively on freight transportation, publishing more than 120 papers and research reports. His papers have earned awards from the Pan American Railway Congress, the Canadian Transportation Research Forum, and Transportation Research Forum.
- He has studied service design, costing and control, equipment utilization, preventive maintenance, terminal operations, intermodal transportation, productivity, and technology assessment. He supervised over three dozen research projects for the Association of American Railroads, including a Technology Scanning Program, potential benefits of automatic equipment identification, advanced train control systems, robotics, automation, expert systems, and information technologies.
- He has participated in rail industry studies for rail freight service reliability to quantify rail service levels for various traffic classes, and identified strategies for improving performance in the areas of service design and terminal control.
- Mr. Martland joined our general discussion of freight issues and our concern for a lack of progress in reaching EOT, the MPO, and the MBTA on our proposals for freight, such as incorporating freight in the Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), and Regional Transportation Plan (RTP).

• General Discussion

- Benefits of rail freight were discussed at length in an effort to influence MPO and EOT Planning. Benefits listed included Reduced Highway Congestion
 - Reduce fuel consumption
 - Reduce wear and tear on roads and bridges
 - Improve air quality
- Encourage economic development
 - John Businger – comments with Legislator
 - No freight rail or passenger discussions took place when I was in Legislature
 - Need to talk to Rep. Wagner in absence of timely response from Senator Baddour. John believes Wagner is a strong rails supporter.

- Focus on highways
 - Trucking lobby has strong influence in MA as observed by Transit representative, Ron Klemptner
 - Truck discussion – most trucks on our roads from out of state – Westward movement of terminals and warehousing puts local employees at a disadvantage for jobs and moving freight
 - Local trucking firms have good relations with rail which provides long haul than local transload to trucks
 - How to get out of dependence of trucks for interstate freight movement

- **Carl Martland**
 - Rails struggled with economics (will it pay?)
Railroad process different from public process. RR's started to grow about 10 years ago.
Advocates for rail trails, schools, etc. Big money coming from Washington. RR's not interested in public process. Need advocacy for RR freight.

- **Frank DeMasi**
 - Strong Central Mass support for rail.

- **Bob Reyes , Massport**
 - They think about rail transport. Lot of freight, but mostly truck. Rail represents 19th century ideas. Track 61 not useable.
 - Ron Klemptner stated - At Wilmington, “build it and they will come.”
 - Bob asked what is next from Carl's viewpoint?
 - Carl stated most trucks on road are small trucks.
 - If oil goes to \$500/barrel
 - Double stack would not make port thrive.
 - Bob stated cost of building this from Readville to Port is a problem.

- **Bill Kuttner, CTPS**– Discussed land in Halifax versus Boston.
 - Why against people pounding table about the big payoff (continental double stacks)?

- **Frank DeMasi** – Western U.S. ports are at capacity.
 - Panama Canal being widened to accommodate higher volume.
 - Pioneer Valley successful with multi-modal.
 - Class 1's embracing freight villages.
 - Boston traffic from Worcester.
 - Take trucks out of long distance.
 - Mass. needs to wake up to need for freight rail to take pressure off roads.

- Spending millions on bicycle paths. Mass and CT prohibit public spending on rail infrastructure. Need new legislation to modify constitutional prohibition of rail investment by public in private company.
- Freight rail not sexy. “Governor” won’t appear at new siding dedication. Public is not excited if they are not directly affected.
- **Walter Bonin** – Who do we go to for rail support?
 - Carl Martland consulting with EOT on rail planning. He can be very helpful.
 - Rail plan not updated since 1989.
- **Frank DeMasi** – South Coast rail initiative. No freight mentioned on South Coast project. How can we talk about economic development without freight considerations?
- **John Businger, Corridor Coalition** – Government not being leader. No one pushing freight (RR Cos.) so State doesn’t care.
- **Ron Klempner, New England Transrail LLC** – Bridge discussion – 2 ton automobile has no impact on bridges but 40 ton truck causes compression/tension cycle that damages bridges.
- **Rick Arena, APT** – Met with people in NY. Virginia developer creating competition for Newark & NY ports.
 - Use of advanced logistics to speed freight distribution.
 - Need to save freight yards. NY
 - Freight Round Table to be held August 22, 2007. Educate MPO and EOT on freight issues. List of freight rail contacts.
 - John Businger – Larger site in Worcester if Beacon Park closes, all freight lines to be trucked in.
- **Mike Rennie, Pioneer Valley RR** – NY and NJ planning freight rail but no one in Massachusetts is.
- **Ron Klempner** – RI – How to integrate with Providence over 300,000 containers per year from NY to ± 50 miles of Boston. Much of these could be transferred to short sea shipping. Providence better than Boston – closer. Selkirk close to capacity.
 - CSX does New England a disservice because lack of Selkirk upgrading and maintenance.
 - Tappan Zee Bridge at its life expectancy. NY not shy about asking for rail funding.
 - Senator Baddour deferred meeting with us to September. We are trying for earlier meetings. Dom D’Eramo also.
 - John Businger suggested we talk to Representative Joe Wagner.
 - Mike Rennie knows Rep. Wagner.

- **Massport** – Strategic Plan – close to draft report. View from 30,000 feet. Development of port should be part of RTP (Regional Transportation Plan). **Lynn Vikesland, Massport** suggested we invite Mike Leone to either Freight Committee or RTAC. Invite to advisory committee for September.
- **Rich Rydant, Central Mass Regional Planning Commission** – Role of MPO's/RDA's in helping us drive these issues.
- **Joe Cosgrove, MBTA Planning** – Bridge structure.
 - 9.2 mile commuter rail from Boston to Readville (no grade crossings – 42 bridges on line.)
 - Washington Street bridge only 17 feet.
 - 286,000 lb. rating critical for bulk freight.
 - 6 critical bridges to be rebuilt.
 - What are horizontal clearances?
- **Rick Arena** – CSX runs freight up and down NJ and East coast.
- **Mike Rennie** – Need to develop public/private partnerships. Need to talk to Rep. Wagner.
- **FREIGHT VILLAGE PROPOSAL FOR SOUTH COAST RAIL**
 - We reviewed Frank's proposal for including freight village concept in economic development plans for South Coast Commuter Rail. Freight Village more than Industrial Park/Transload Facility. Compares to Transit Oriented Development (TOD) model for industrial development and retention, of freight distribution, and warehousing. Should be considered an economic driver and create local employment.
 - 32 Acre (freight village type) economic development proposal in Wilmington will displace more than 200 trucks/day. Terminal Railroad operation in brown field site unique in Massachusetts.
 - **Future** - Impact of closing Beacon Yard bulk freight and intermodal facility, Readville commercial residential development bodes ill for existing freight facility and contiguous warehousing and industrial sites needed to support Port of Boston and future rail freight connections access to Conley Terminal and South Boston Marine Industrial Park.
- **Walter Bonin, Closing Statement** – Much still to be done. Priority is to present freight issues/concerns to MPO/Legislature/EOT/Public.

Meeting adjourned at 2:45 PM