

FREIGHT COMMITTEE
of the
REGIONAL TRANSPORTATION ADVISORY COUNCIL

Summary of December 10, 2008 Meeting

This meeting was held in Conference Room 4 at the State Transportation Building.

The meeting was called to order at 1:10 PM.

1. Introductions and Chair's Report – Frank DeMasi for Walter Bonin, *Vice Chair and Town of Wellesley*

F. DeMasi opened the meeting and asked each participant to introduce him- or herself.

F. DeMasi discussed recent conversations with the MetroWest Growth Management Committee with regard to the State's Freight and Rail Plan, generally, and concerning potential highway congestion, specifically.

2. Approval of Meeting Minutes

Approval of the minutes of November 12, 2008, was tabled.

3. Member Announcements

There is a notice in the *Federal Register* regarding short sea shipping on the East Coast. According to the item, prioritized short sea shipping facilities along I-95 will enjoy a streamlined federal approval process. (Abby Swaine, U.S. Environmental Protection Agency)

EPA's 2008 SmartWay International Summit will feature similar models of emissions reduction from twelve other countries that have used the SmartWay program as a template for similar programs. More information is available at www.epa.gov/smartway. (A. Swaine)

The SmartWay program will soon include a drayage feature called Dray Fleet, which will evaluate emissions of drayage freight and will teach shippers about different techniques available to minimize emissions. (A. Swaine)

EPA is partnering with the Council of Supply Chain Management Professionals. The Council includes both shippers and carriers and its open meetings provide a valuable arena in which these two groups can meet. (A. Swaine)

EPA's Clean Diesel Program funds a variety of emissions reduction techniques. Last year the program funded diesel retrofits and financing options. Details of this year's reauthorization will be presented at a future meeting. (A. Swaine)

Due to repair of the Boston University Bridge, white geese may lose their habitat. (Marilyn Wellons, Riverside Neighborhood Association)

The Sierra Club or the Conservation Law Foundation would be interested to learn that information. (Marilyn MacNab)

The State is considering a variety of potential solutions to decrease costs and increase revenues to support the transportation system. Among these potential solutions is privatization of our transportation assets. Privatization is a shortsighted strategy to raise public funds. Historically, the private sector receives the most lucrative services; when the services become less attractive, the public assumes control again at a diminished value. (Arthur Pinsley)

4. Discussion of Freight Committee Charter - Advisory Council Chair's Comments and Changes^[PW1]

Please see attached red-line version of Freight Committee Charter.

5. Discussion of freight-related concerns and initiatives from MetroWest Transportation Task Force

A representative from the MetroWest Transportation Task Force was unable to attend. The Freight Committee did not discuss this item.

6. Discussion of recommendations for public comments re: Statewide Freight and Rail Plan to be submitted to RTAC

This discussion was tabled.

7. Adjourn

The meeting adjourned at 2:45 PM.

Attachments:

1. Freight Committee Charter – Red-line Version
2. Freight Committee Charter – Final Version

Attendance List for December 10, 2008

Agencies

Lynn Vikesland, Massachusetts Port Authority

Cities and Towns

Frank DeMasi, Wellesley

Citizens Groups

Richard Arena, Association for Public Transportation

John Businger, Northeast Corridors Initiative

Arnold Pinsley, MetroWest Growth Management Committee

Marilyn Wellons, Riverside Neighborhood Association

Guests and Visitors

Marilyn MacNab

Mike Paster, GEI Consultants

MPO Staff

John Hersey

Pam Wolfe

**Freight Committee Charter:
(Draft Revision for FY 2009)***

Charter:

- ~~Emphasize to MPO/EOTPW~~ need for a Multimodal Freight Transportation System by providing RTAC with the tools, documents, etc. to support RTAC goals of enhancing the multimodal transportation system (MTS) in the region, reducing dependence on trucking and fossil fuel, and reducing the Green House gas emissions. Consideration of the improvement of the multimodal freight transportation system (MFTS) should seek to avoid adverse impacts.~~Consideration of the improvement of the Multi-Modal Freight Transportation System (MFTS) should be vetted to ensure avoidance or mitigation of adverse affects on our communities in the near term and long term.~~
- Focus MPO on freight in regional transportation planning and priorities as above and in relation to RTAC and assist the MPO to integrate the MFTS into the MTS.~~Focus MPO on freight in regional transportation planning and priorities as above and in relation to RTAC~~ and on integration within MTS rather than single out the MFTS.
- Inform RTAC about FHWA freight planning guidelines and priorities. ~~Promulgate FHWA freight Planning Guidelines and priorities to the RTAC.~~
- Inform RTAC about State legislative initiatives in regional transportation programs and funding, land use, economic development, and policy programs as they affect freight transportation.~~Keep RTAC informed of the initiatives of State Legislative Committees involved in regional transportation programs/funding, land use, economic development and policy programs as they effect freight transportation~~

Scope:

- Catalogue, develop, present findings on transportation studies and planning to RTAC.
- Bring to the RTAC issues regarding and operations to enhance pipeline, air, truck, rail, intermodal freight, and sea movement of goods.~~Bring to the RTAC issues to enhance pipeline, air, truck, rail, intermodal freight, and sea movement of goods.~~
- Provide information such as non-proprietary strategic and short term plans of rail roads operating in Massachusetts to the RTAC. Coordinate with RTAC to promote such information and its possible impact on our Regional Transportation System.~~Coordinate with RTAC to ensure that such information and its possible impact on our Regional Transportation System reaches the MPO and public private transportation stakeholders~~
- Identify to RTAC opportunities for integrated public/private studies, partnerships, freight planning and project funding
- Address congestion and environmental improvements by diversion of freight from truck to intermodal rail and/or Sea (Coastal Shipping)-. Consideration of improvements should identify opportunities to address congestion while avoiding adverse effects.~~Consideration of improvement(s) should be vetted to ensure avoidance or mitigation of adverse affects on our communities in the near term and long term.~~
- Encourage studies to establish land use scenarios for best locations of trans-loading facilities. Consideration of the best locations and designs should be vetted~~Consideration of the locations should~~

~~be vetted~~ to ensure avoidance or mitigation of adverse affects on our communities in the near term and long term.

•Suggest preservation of freight rail ROW for future freight and passenger use (rail/port/industrial sites) such preservation should take into account the practicality of preserving or activating rail lines and alternative uses for rights-of-way.~~such preservation be conditional on practicality of reserving or activating trains in such communities and alternative uses including rail trails.~~

•Address the need and viability of accommodation for access of modern heavy weight, high, wide, equipment over existing freight and commuter rail lines. The need should assess the rationalization of redundant high, wide, and heavy rail routes.~~Need addresses the rationalization/abandonment of redundant high, wide, and heavy, rail routes.~~

Strategy: In accordance with RTAC Freight Committee Charter and RTAC Bylaw:

☐•Advocate for freight transportation by review and evaluation of policy, plans, and programs to further existing efforts by the MPO using FHWA guidelines, best practices, reporting results, and suggestions to RTAC for action.~~to further existing efforts by the MPO, EOT, MassHighway, MassPike, MassPort, MEPA and the Office of Economic Development using FHWA guidelines and best practices and reporting results and suggestions to the RTAC for action.~~

•Advocate the need to emphasize the importance and needs for improved highway and rail freight access to logistics terminals and ports by review and evaluation of policy, plans, and programs to further existing efforts by the MPO using FHWA guidelines, best practices, reporting results, and suggestions to RTAC for action.~~to further existing efforts by the MPO, EOT, MassHighway, MassPike, MassPort, MEPA and the Office of Economic Development using FHWA guidelines and best practices and reporting results and suggestions to the RTAC for action.~~

•Advocate for inclusion of Freight Mobility and modal choices by review and evaluation of regional policy, plans, and programs to:

- reduce congestion
- manage urban sprawl - effecting land use/smart growth
- enhance economic development/job creation
- reduce Green House Gas Emissions
- conserve energy
- Otherwise protect the environment

By reporting results and suggestions to the RTAC for action.

Tactics:

•Initiate action using, “Identification of Massachusetts Freight Issues and Priorities ” (Nov 99) - FHWA Freight Planning Guidelines, Boston MPO Freight Study, Regional Transportation Plan, Massachusetts Rail Trends and Opportunities Report (July 2007)

•Meet periodically, on behalf of RTAC, with public and private stakeholders to be informed of freight issues and priorities

•Provide RTAC with necessary information and data to inform MPO on the importance of freight transportation, links to economic development, conservation of energy, environment, infrastructure, and congestion

•Follow approach of Freight Advisory Council established by EOT/MassHighway in advocacy for Freight Issues and Priorities Study outcomes

•Use technical/statistical data, issues of concern to shippers/freight providers to formulate recommendation to the RTAC

•Keep current with industry trends, public policy and legislation regarding freight transportation issues and priorities through monthly meetings

* The Freight Committee, formed in August 2003 was chartered to emphasize the importance of Freight Transportation Systems and the view freight issues weren't receiving attention deserved in regional transportation planning/priorities. The committee charter emanated from conclusions reached by a Regional Freight Issues Panel and unanimous vote of the Council at the February 12, 2003 RTAC meeting.

The mission of the freight committee is to bring critical issues regarding freight movement and its relationship to the planning and funding of an intermodal transportation system through the RTAC to the Boston MPO region and EOTPW. RTAC through its committees provides comments to the MPO as part of the 3-C certification process for the Regional Transportation Plan, Transportation Improvement Plan (TIP), and Unified Planning Work Program.

End

Appendix:

Freight Committee background, guidelines, tools, best practices, Targets/Goals for improvements

FHWA Freight Planning Guidelines

- Freight template for MPOs Defined by FHWA Freight Planning Guide lines
- Used in conjunction with the freight report issues of concern.
- Used to assess freight accessibility, mobility, and safety.
- Applied to MPO goals, objectives, policies, strategies, actions.
- Consistent with statewide plans, corridor plans, airport, seaport plans, relevant policy/planning

MPO/State DOT (EOTPW) roles in freight planning

Many SDOTs and MPOs systematically incorporate freight movement issues into planning activities by

- Define elements of MPO transportation system critical for efficient movement of freight
 - Identifying measures of system performance in terms of freight movement
 - Developing freight-oriented data collection models to identify problems and potential solutions
 - Create freight movement advisory committees to identify bottlenecks in the freight network
- Federal legislation promulgates:
- MPO is responsible for freight movement to be considered in the transportation planning process
 -
 - Statewide/MPO planning processes to specifically include "freight shippers" and "providers of freight transportation services"
 -
 - Provide reasonable opportunity to participate in the development of plans and programs as well as all stakeholders, the public, and interested parties

Freight mobility

- Freight
 - important part of fully-functioning transportation system
- Efficient movement of freight
 - critically important to industry, retail, agriculture, international trade, terminal operators
- Metropolitan areas (particularly w/ports) are especially affected by freight movement issues:
 - air cargo airports
 - intermodal freight yards
 - large trucking terminals
 - shipyards

Freight Ton-Mile Trends by Mode

- U.S. domestic freight moved in 1980 were 3.4 trillion ton-miles; by 2004, 4.5 trillion ton-miles
- Growth occurred in three modes – air, truck, rail

- Air freight ton-miles grew 3.5 times 1980 despite sharp decline in 2001- 2002
- Truck freight ton-miles grew over 2 times 1980 level
- Rail Freight ton-miles grew over 1.75 times 1980 level
- Water declined in ton-miles since 1980

Traffic Congestion Rising and Costly

Texas Transportation Institute Congestion Statistics:

- 1982 - 29 % peak travel period congested compared to 63 % -2005 - 48% major road systems congested - 2005, compared to 29% in 1982 - number hours of day congestion grew 4.2 hrs to 7.0 hrs
- Cost of congestion, value of extra travel time, extra fuel consumed by vehicles traveling at slower speeds is \$14.60 per person-hour and \$77.10 per truck-hour in 05
- Congestion results in 4.2 billion lost hours - 2.9 billion gallons of fuel wasted annually - For Boston, Massachusetts, New Hampshire, Rhode Island, 45.1% daily travelers experience congestion, 51% travel congested in peak periods, 29% congested in off-peak periods.
- Multiple strategies for traffic operations, transit, freight Mobility /Modal choices available now can lessen problem

Intermodal Rail Issues/Goals

- Goal 1: Improve the Movement of Goods in Eastern Massachusetts**
- Goal 2: Create a Balanced System for Goods Movement in Eastern Massachusetts**
- Goal 3: Improve Environmental Quality**
- Goal 4: Promote Economic Development**

Freight transportation provides goods/services the economy depends on and people rely on. Cost of consumables/manufactured goods/raw materials are more expensive in this region

**Freight Committee Charter:
(Draft Revision for FY 2009)***

Charter:

•Emphasize to MPO the need for a Multimodal Freight Transportation System by providing RTAC with the tools, documents, etc. to support RTAC goals of enhancing the multimodal transportation system (MTS) in the region, reducing dependence on trucking and fossil fuel, and reducing the Green House gas emissions. Consideration of the improvement of the Multi Modal Freight Transportation System (MFTS) should seek to avoid adverse impacts.

•Focus MPO on freight in regional transportation planning and priorities as above and in relation to RTAC, and assist the MPO to integrate the MFTS into the MTS.

• Inform RTAC about FHWA freight planning guidelines and priorities.

• Inform RTAC about State legislative initiatives in regional transportation programs and funding, land use, economic development, and policy programs as they affect freight transportation.

Scope:

•Catalogue, develop, present findings on transportation studies and planning to RTAC.

• Bring to the RTAC issues regarding operations to enhance pipeline, air, truck, rail, intermodal freight, and sea movement of goods.

•Provide information such as non-proprietary strategic and short term plans of rail roads operating in Massachusetts to the RTAC. Coordinate with RTAC to promote such information and its possible impact on our Regional Transportation System.

• Identify to RTAC opportunities for integrated public/private studies, partnerships, freight planning and project funding

•Address congestion and environmental improvements by diversion of freight from truck to intermodal rail and/or Sea (Coastal Shipping). Consideration of improvements should identify opportunities to address congestion and avoid adverse effects.

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