

Moving Massachusetts Forward.
massDOT



Massachusetts Department of Transportation

Massachusetts State Freight Plan

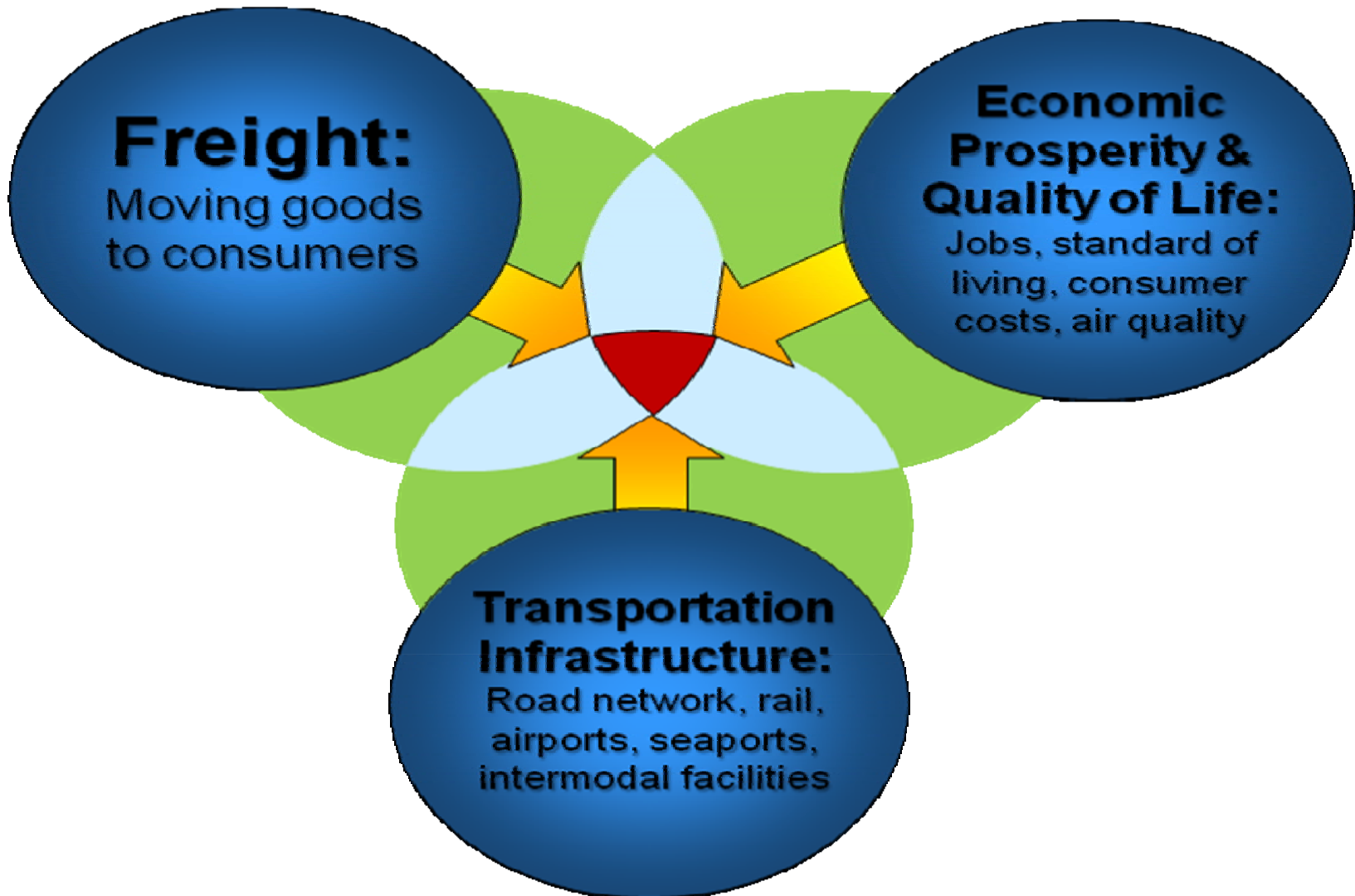
May 12, 2010

Regional Transportation Advisory Council

10 Park Plaza, Conference Room 1

Boston, MA

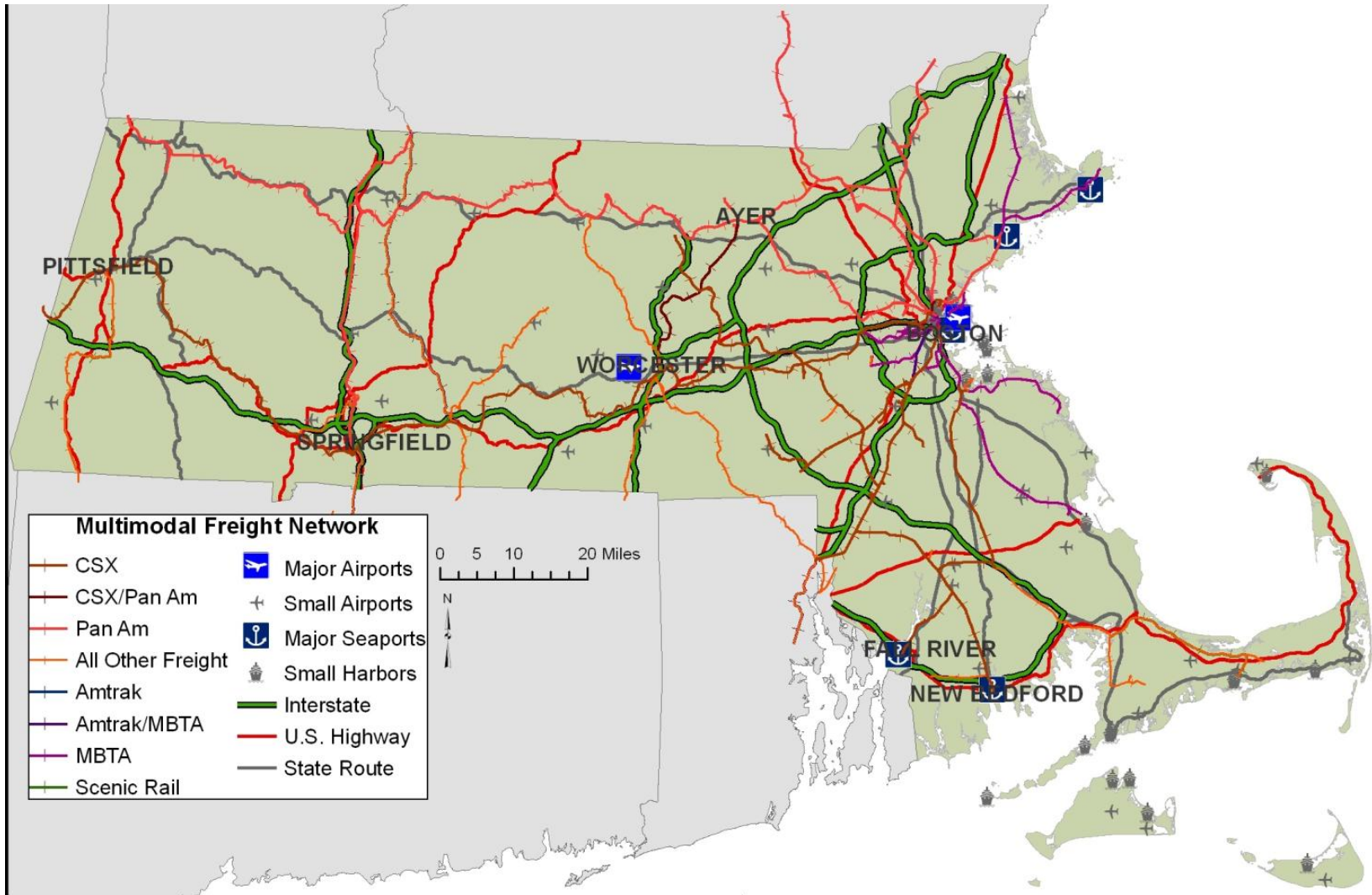
Why is Freight Important?



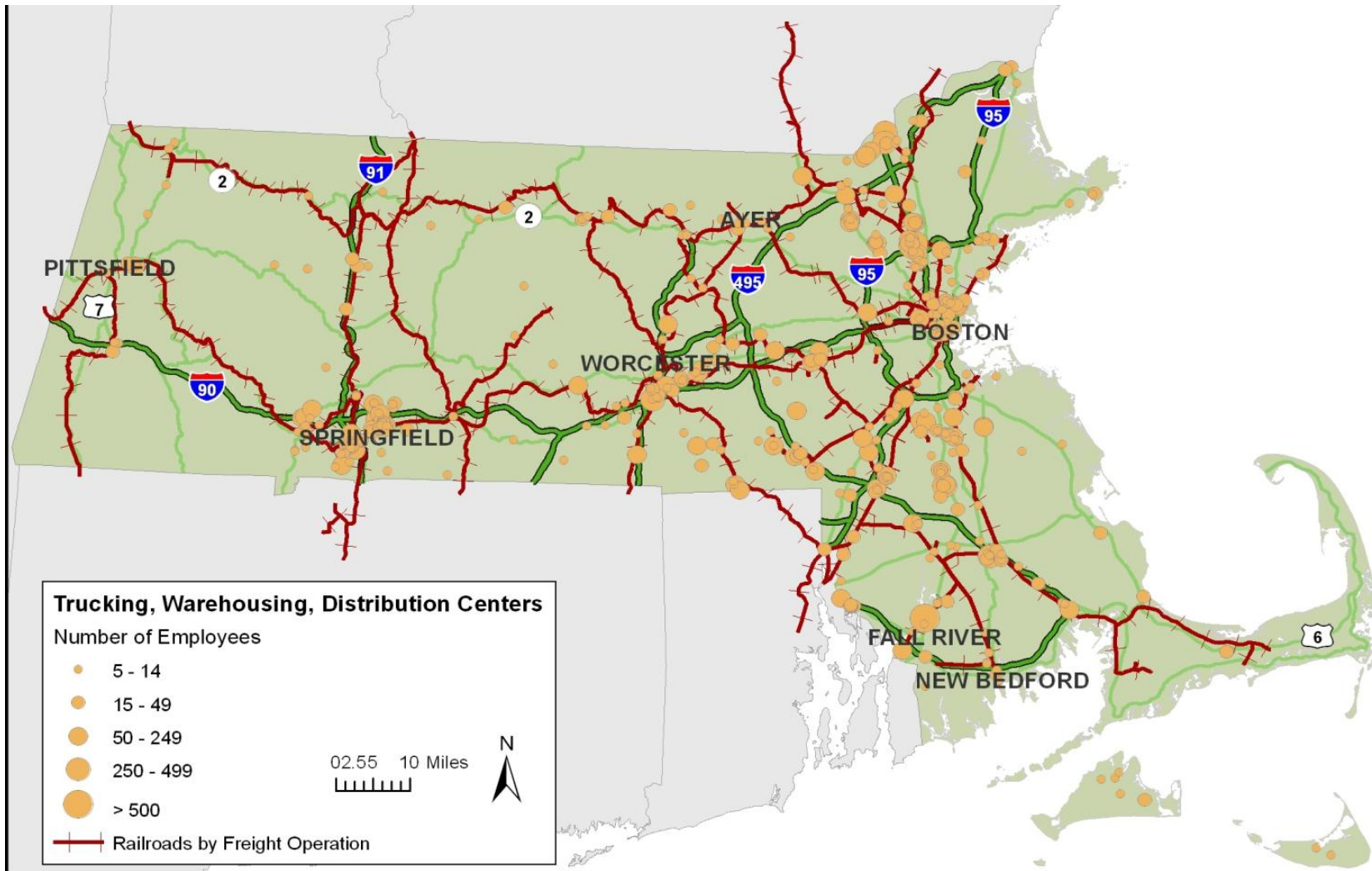
Freight Plan Goals

- **Infrastructure.** Promote the preservation and improvement of the freight system infrastructure in all modes
- **Operations.** Facilitate appropriate freight system capacity and redundancy, enhance operational efficiency, and achieve a balanced mix of capacity and connections across all modes
- **Economic Development.** Facilitate freight transportation system improvements, policies and investment strategies that will enhance economic development opportunities and manage consumer costs
- **Environment and Quality of Life.** Ensure that the freight system preserves the environment and contributes to the quality of life in Massachusetts

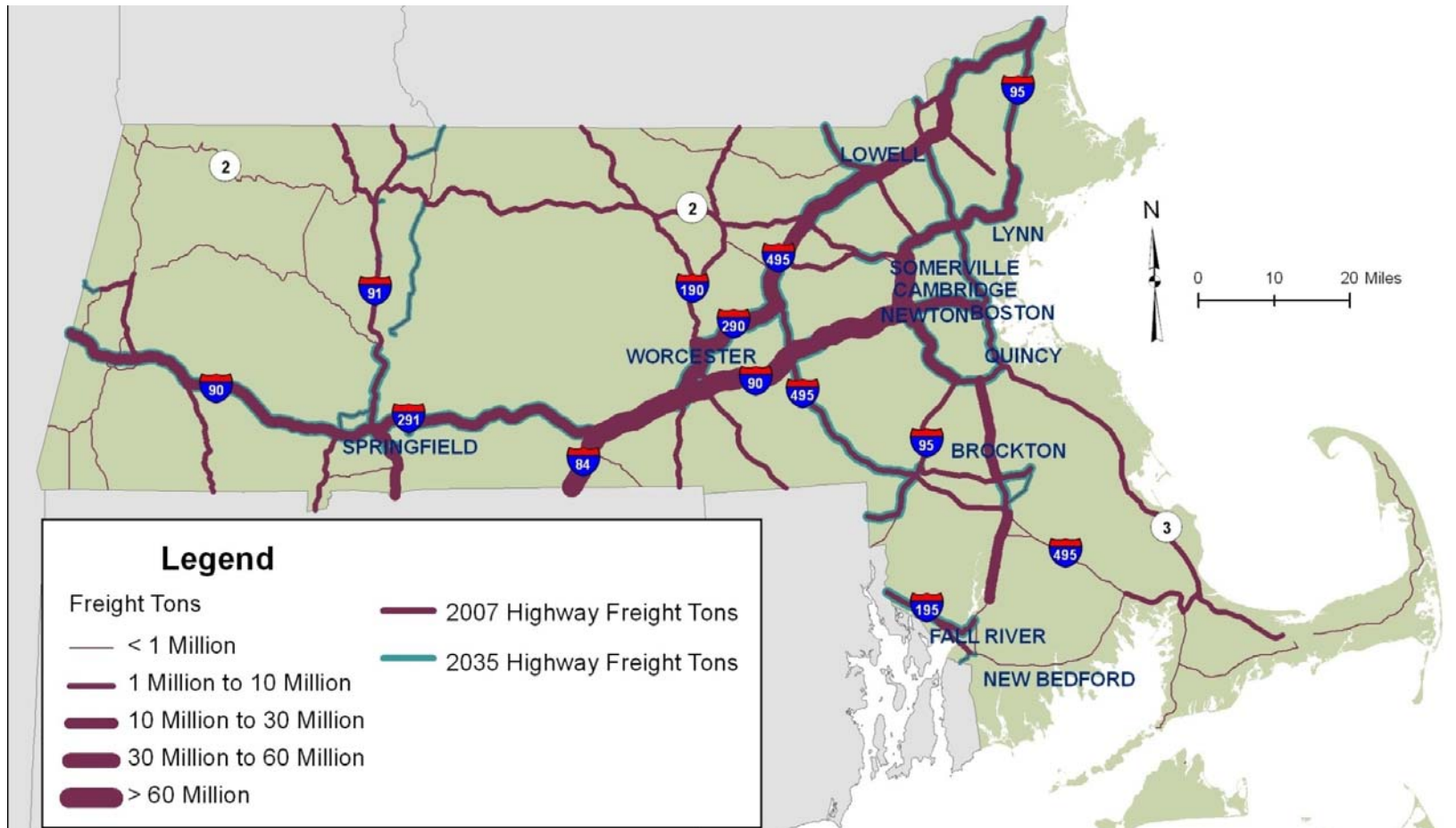
Massachusetts Freight System



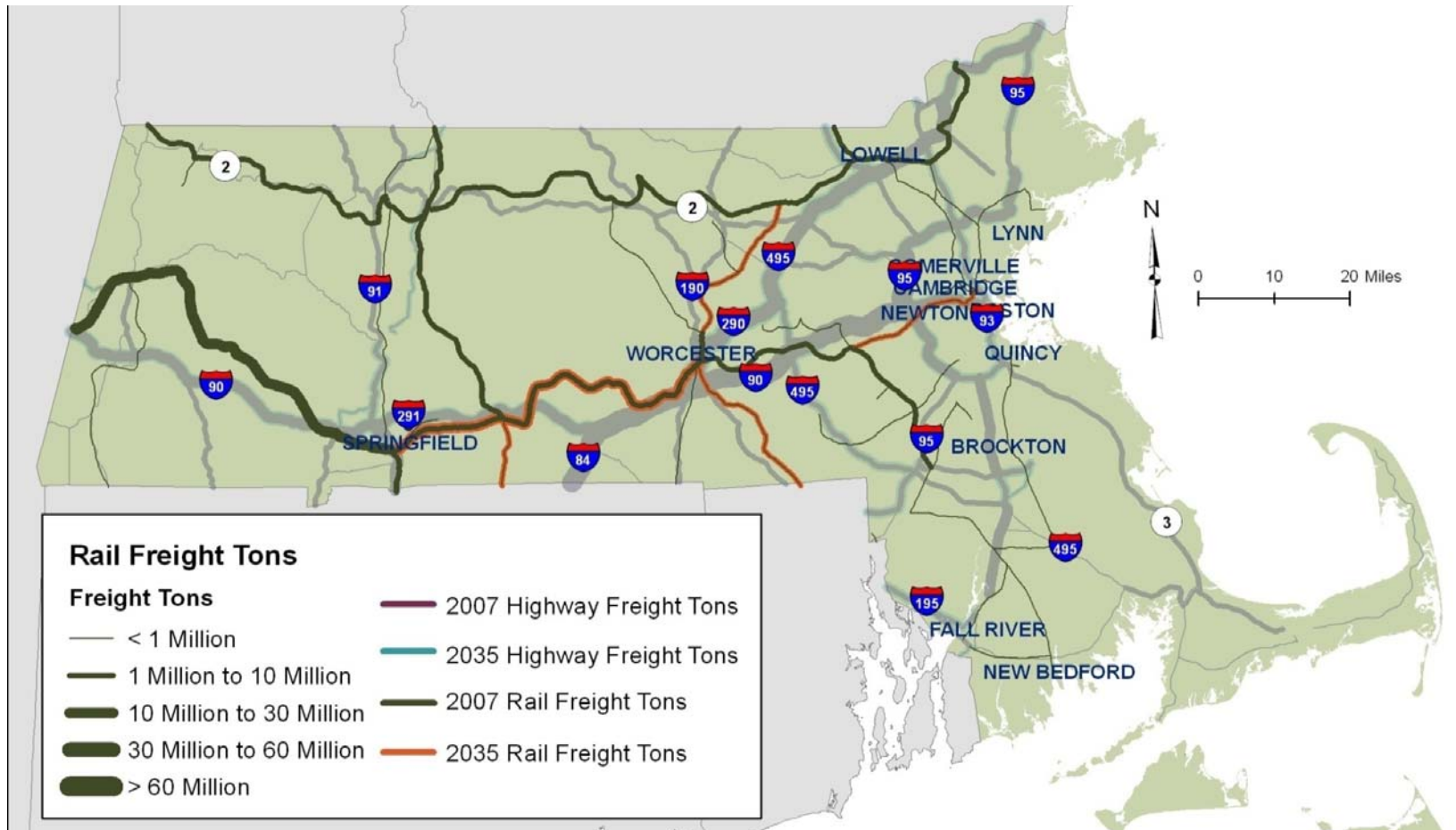
Distribution Network



Major Trucking Volumes

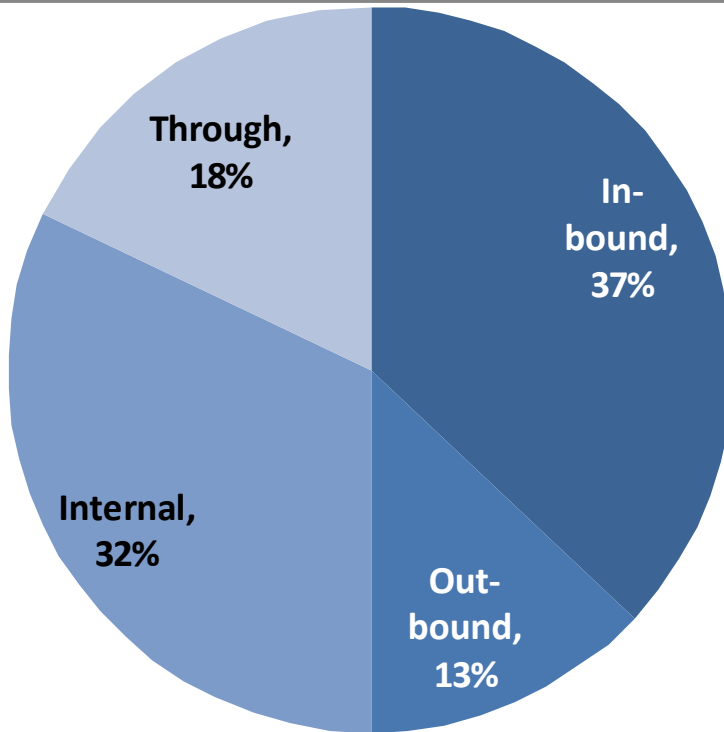


Major Rail Freight Volumes

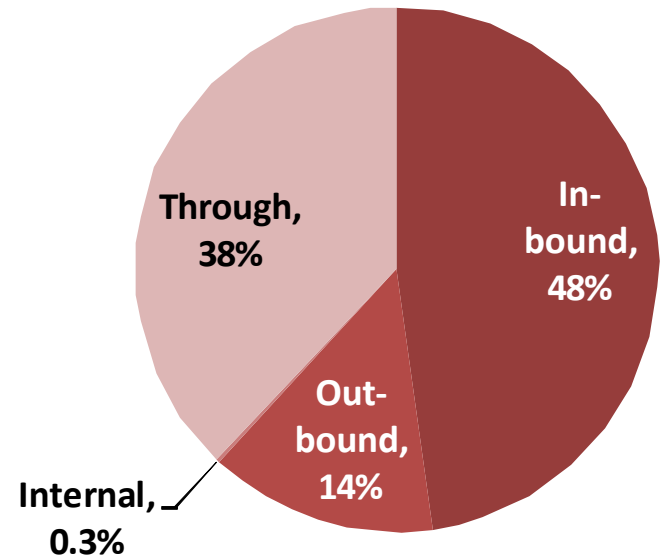


Modal Variations in Shipping

Truck – 239 million tons



Rail – 18 million tons



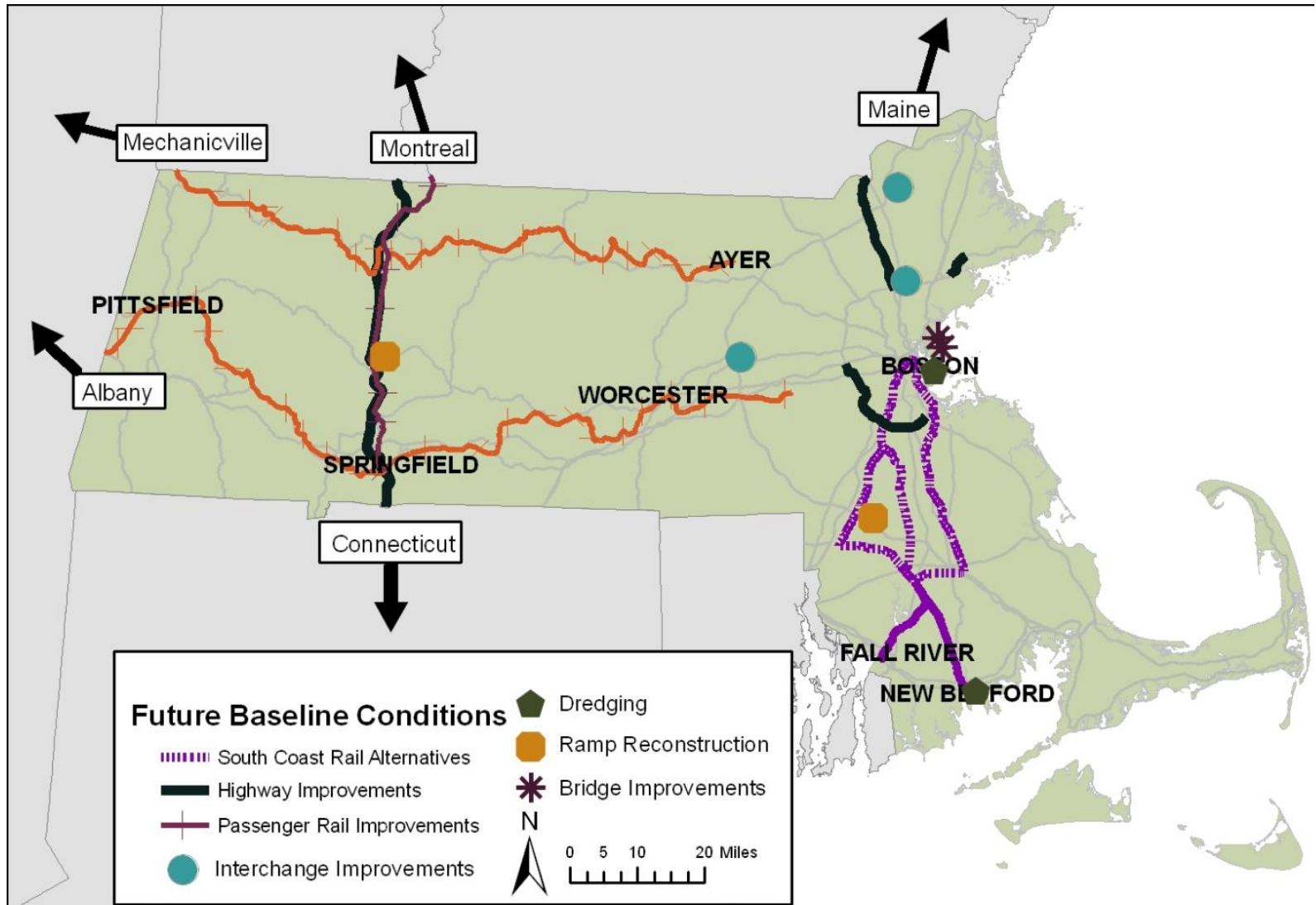
Major Economic & Freight Trends

- **Value of manufactured goods is increasing – shift to high-value, low-weight products.**
- **Freight volumes are projected to increase 70% by 2030.**
- **Freight loads and facilities are getting larger.**
- **Large-scale distribution activities are increasingly expanding beyond the Boston metropolitan area.**
- **The majority of freight will continue to be shipped by truck.**

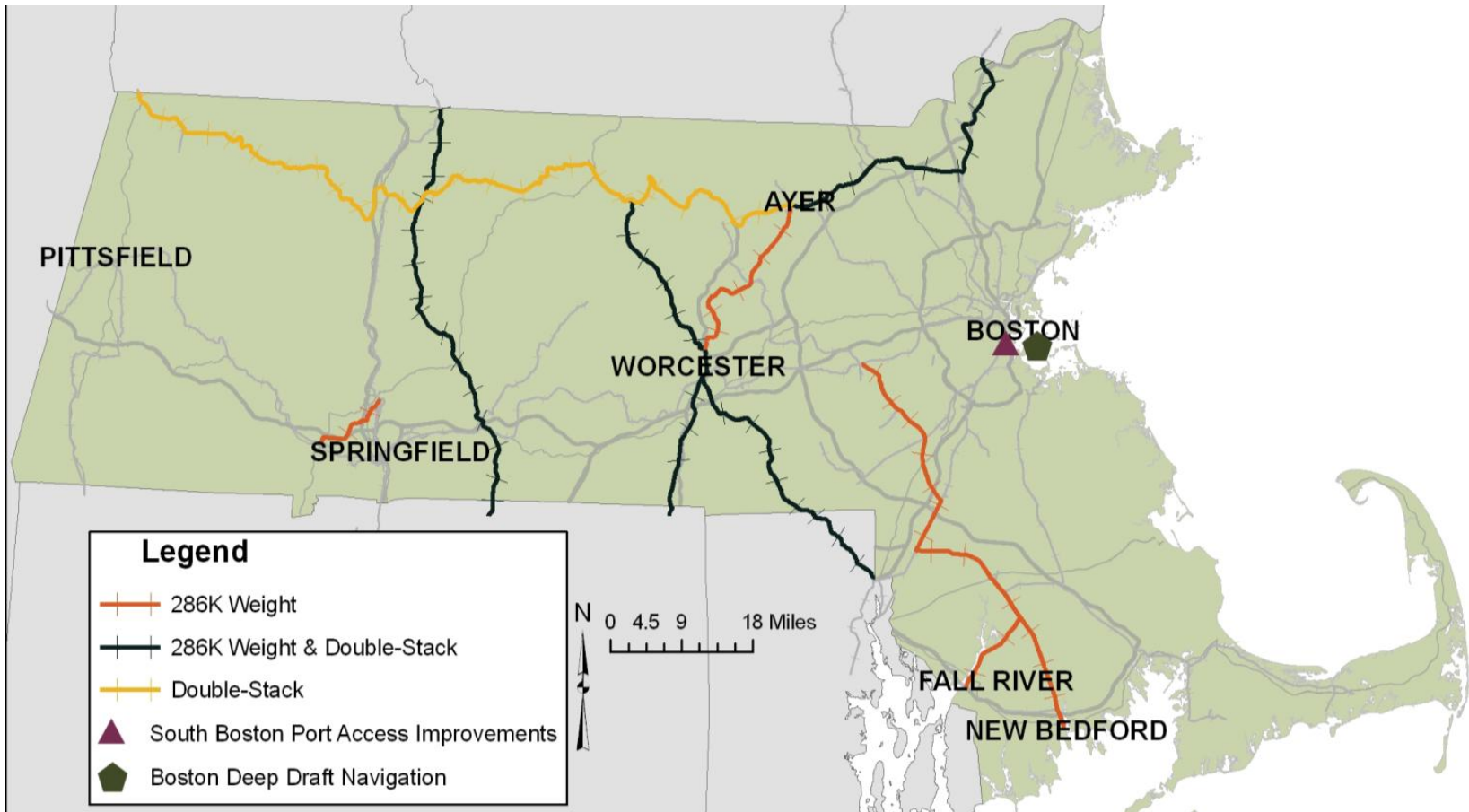
Major Freight Issues & Constraints

- **Multi-modal freight transportation infrastructure is aging and struggling to compete.**
 - **Congestion**
 - **Clearances**
 - **Weight Restrictions**
- **Freight transportation activity often conflicts with other land uses.**
- **Most freight transportation issues and potential solutions are inherently linked to passenger transportation.**

Planned Improvements



High Return-on-Investment Projects



Assessment of Modal Shift to Rail

- **Construction of all investment rail projects would increase future mode share from 6.1% to 7.1% by 2035**
 - Represents a 14% increase in overall rail volumes
 - Which would be 26,280 carloads & 175,620 intermodal loads
 - Diverting 296,800 trucks off the road
- **Improvements to the CSX and Pan Am Southern lines may further increase rail mode share**

Policy Issues

○ **Land Use Development**

- **Identifying, preserving and facilitating freight-intensive in Massachusetts**

○ **Funding and Financing**

- **Freight must be considered in prioritization of projects**
- **Public benefits justify partnering with private companies**
- **Industrial Rail Access Program (IRAP)**

○ **Regulatory Environment**

- **Truck routes, regional multi-modal planning, etc.**