the Draft Massachusetts State Rail Plan

Highlights, Implications and Next Steps

Richard Flynn, for the: Eastern Massachusetts Freight Rail Coalition
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Highlights, Implications and Next Steps

DRAFT MASSACHUSETTS STATE RAIL PLAN

-- PRESENTATION AGENDA --

- Highlights
- Implications
- Path Forward

Implications - Massachusetts Rail Plan

HIGHLIGHTS:

- Nearly 20,000 new truck trips per day by 2035
- No freight rail projects within 128, the largest consuming area
- The forecasted decrease in rail's modal share is inconsistent with the Plan's vision
- Plan highlights opportunities for freight rail, but no specific path to drive them to fruition
- Shared Use? Commonwealth's emphasis has been on expanding passenger access to freight lines… effectively displacing freight capacity
- As the single biggest owner of track, The Commonwealth is positioned to actively encourage, through policy and tenancy terms, growth of rail freight on its lines

2007 Actual and 2020 and 2035 Forecast Truck Trips

WITHOUT MORE RAIL -- TRUCK TRAFFIC INCREASES:

	2007	2020	2035
Tons [1]	239,316,000	308,200,000	412,000,000
Truck Trips @ 24tons/trip [2]	9,971,500	12,841,667	17,166,667
Change from 2007		2,870,167	7,195,167
Pct. Change from 2007		29%	72%

1/ From MA State Rail Plan 2010 - Draft

2/ KEP LLC estimate of current payload/trip

Without a conversion strategy, all growth will be truck.

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FREIGHT RAIL PROJECTS:

The freight rail projects with the highest estimated ROI include:

Project Name	Investment
Mechanicville, NY to Ayer	Double-stack
Ayer to New Hampshire State Line	Double-stack & 286k
Worcester to Ayer	286k
NECR (Vermont S.L.to Connecticut S.L.)	286k
PVRR (Westfield to Holyoke)	286k
P&W (Worcester Connections)	Double-stack & 286k
Framingham to Taunton (CSX)	286k
Taunton to New Bedford & Fall River	286k

No freight rail projects within 128, the largest consuming area.

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NET RESULT OF PROJECTS:

Despite freight growth of more than 60 percent, the rail modal share is expected to decline from 6.5 percent to 6.1 percent…

Table 3-12: Massachusetts Freight Modal Share, Including Through Traffic, 2007, 2020, 2035

Mode	2007	2020	2035
Rail	6.45%	6.14%	6.13%
Truck	86.05%	86.71%	87.40%
Air	0.11%	0.12%	0.14%
Water	4.98%	4.78%	4.40%
Other	2.40%	2.26%	1.93%

Source: TRANSEARCH Forecast released 2009.

This result is inconsistent with the Rail Plan's vision.

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STATED VISION:

MassDOT's vision for passenger and freight rail service in Massachusetts is to: *Develop an efficient intercity passenger and freight rail system that is the **logical mode of choice** for travelers and shippers, connects travelers and businesses to the national and global transportation network, encourages sustainable economic growth throughout the state, and enables Massachusetts to compete in the rapidly changing global economy.*

*The future success of passenger and freight rail transportation in the Commonwealth can only be achieved through a concerted effort to increase investment in rail infrastructure and services from both the public and private sectors**.** Massachusetts has made considerable investments in the passenger and freight rail system. In order to keep making progress, leadership is required at the federal level to develop effective policy and adequate funding for rail transportation.*

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FREIGHT RAIL BENEFITS:

- Based on data from AASHTO, moving more freight by rail would do the following:*
- ***If one percent of long-haul freight that currently moves by truck were moved by rail instead, fuel savings would be approximately 111 million gallons per year and annual greenhouse gas emissions would fall by 1.2 million tons.***
- *A single intermodal train can take up to 280 trucks off the highways. Depending on length and cargo, other (mixed freight) trains can take up to 500 trucks off our highways.*
- *Railroads enhance mobility and reduce the costs of maintaining existing roads and the pressure to build costly new roads.*

* Association of American Railroads (AAR), "Freight Railroads & Greenhouse Gas Emissions", July 2007

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OPPORTUNITIES: *The commodities in Table 3-13 that **are highlighted in blue** and italicized represented 206.5 million tons in 2007 and are expected to grow slightly less than 52 percent to nearly 313.2 million tons in 2035.*

Table 3-13: Combined Commodity Tonnage and Growth for All Movement Directions 2007-2035 (In Millions)

Combined Commodity	2007	2020	2035	Growth 2007-2035
Farm Prods/food/beverages	36	45	54	50%
Stone and Sand	27	32	37	36%
Minerals and Ores	35	44	55	56%
Coal	2	3	3	21%
Gasoline, Fuel	44	58	70	57%
Chemicals/Pharmaceuticals/Fertilizer	29	37	41	40%
Plastics/Rubber	4	5	8	97%
Wood/furniture	9	11	14	57%
Paper	17	19	25	44%
Textiles/leather	2	2	1	-35%
Base Metals	15	19	23	54%
Electronics/Machinery	5	8	17	222%
Transportation Equipment	4	6	8	100%
Precision Instruments	1	1	3	239%
Miscellaneous Mfg Products	1	1	2	176%
Waste/Scrap	4	5	9	103%
Mixed Freight/Unknown	41	58	102	148%
TOTAL:	278	355	471	70%

Source: TRANSEARCH Forecast released 2009.
Note: Yellow cells represent growth over 100%.

*These commodities, such as aggregates, coal, fuel, chemicals and plastics, **represent an opportunity for rail to capture additional tonnage if the infrastructure is sufficient**. Electronics and machinery as well as transportation equipment are potential growth opportunities for rail to serve inbound consumer demand.*

Shows that areas of opportunity exist for freight rail , but no assessment of what it would take to drive it to fruition.

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OWNERSHIP OF TRACK:

Table 4-2: Active Rail Mileage by Owner

Rail Owner	Total Miles Owned Active
MBTA	378
MassDOT	152
Amtrak	10
Massachusetts Water Resource Authority (MWRA)/Fore River RR	3
SUBTOTAL PUBLIC:	**540**
CSX Corporation	231
Pan Am Railways/Pan Am Southern	216
Providence and Worcester Railroad	76
New England Central Railroad	53
Housatonic Railroad	38
Grafton and Upton Railroad	15
Pioneer Valley Railroad	12
Massachusetts Central Railroad	2
SUBTOTAL PRIVATE:	**643**
TOTAL:	**1,183**

Notes: 1.) "Total Miles Owned (Active)" refers to active rail corridors owned by "Rail Owner", and includes lines that are operated by "Rail Owner" and/or others; 2.) Rail Ownership does not include: rail property that has been land banked or abandoned; rail property that is likely abandoned; or rail property over which rail service has been formerly discontinued; 3.) Mileage is estimated.

As the single biggest owner of track, The Commonwealth is positioned to actively encourage through policy and tenancy terms, growth of rail freight.

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ON SHARED USE (PASSENGER and FREIGHT):

- One of the important considerations for the rail network of the Commonwealth is the extent to which the network is shared by passenger and freight rail operators (Figure 4-4).

- Shared use has the potential to improve the ratio of benefits to costs of infrastructure investments, yet complex issues often arise regarding scheduling, cost sharing and liability.

- …the ability to add or expand passenger service, or even freight movements, on a given rail line cannot be taken for granted. The analysis of each passenger service must be undertaken in concert with the freight line owner or, in the case of state-owned lines, the freight operators.

Emphasis has been on expanding passenger access to freight lines… effectively displacing freight capacity.

Implications - Massachusetts Rail Plan

IMPLICATIONS:

- *The plan lays out a strong vision, is rich in its intelligence and in the identification of key issues and the barriers to overcome.*
- *It lays out clear benefits and opportunities for rail but forecasts a future state (2030) that doesn't maximize rail's potential.*
- *It is demonstrative that the Commonwealth can effect change through its ownership of rail assets, application of appropriate programs and policies and through public-private partnerships.*
- *It suggests that without further development of rail programs (beyond the current plan), highways will be saturated well beyond capacity – 72% increase in truck trips.*
- *The value of the plan will only be realized through thoughtful and deliberate implementation of programs to achieve the vision of Rail as the "logical mode of choice".*

Path Forward -- Massachusetts Rail Plan

EXPECTATIONS: Where Do We Go From Here?

- Expect to see final plan harmonizing with the plan's vision
- Expect a bias for action: Confront the complexities
- Integration of the Final Freight and Rail Plans with Massachusetts Economic Development Plans
- Establish RTAC role's in shaping the future state of transportation within its territory.
- We expect MassDOT to do what they set out to do… (see next slide)

Path Forward - Massachusetts Rail Plan

PLAN COMPLETION:

From the MADOT Freight and Rail Plan Web Site:

"The final outcome of the Plan will be a set of findings and recommendations based on a high-level overview of the current and projected key issues facing the freight and rail industry in Massachusetts.

*The final report documents will have **an implementation plan**, with highlighted action steps that identify responsible actors, available funding sources, legislative changes, available resources, and a proposed schedule for implementation of each highlighted action step."*