

## Freight Planning in the Hartford Springfield Metropolitan Area

### *Possible Goals and objectives*

1. Provide a freight movement system that strengthens the regional economy
  - a. Provide a reliable goods movement system. Problem areas:
    - i. Increasing highway congestion (and lack of beltway system requires truck traffic to mix with peak commute traffic.)
    - ii. Large percentage of through truck movements contribute to congestion.
    - iii. Few effective alternates to shipping by truck, (98% of all freight coming into, through, or out of the region travels via truck).
  - b. Provide an efficient freight movement system. Problem areas:
    - i. Imbalance between inbound and outbound shipments (inbound exceeds outbound by a 2:1 ratio)
    - ii. Lack of efficient linkages between modes
    - iii. Lack of effective mode choice
    - iv. Lack of truck stops
    - v. Need for improved traffic management on highways
  - c. Provide multimodal choices for freight movement.
  - d. Provide a freight movement system that enables the region to be part of the new economy.
    - i. Planning needs to be done so that distribution centers can be located conveniently to transportation facilities. NIMBYism and lack of regional development authority can prevent logical facility location.
    - ii. Development of the distribution and logistics industry should be encouraged.
    - iii. Effective linkages to the international freight system are key.
2. Maximize utilization of current investments in freight facilities
  - a. Merrick Intermodal Yard
  - b. Bradley Airport
  - c. Interstate highway system
  - d. Local railroad lines
  - e. Amtrak line (preserve freight carrying capacity as this line is upgraded to commuter service)
  - f. River transport
  - g. Pipeline (especially since the largest freight flows in the region are petroleum). Opportunity: if Massachusetts prohibits MTBE, will this allow more fuel to be transported via the Buckeye pipeline?

### *Global perspective that we need:*

Understanding of how our region fits into the national and international freight transportation picture. What improvements are needed outside of our region that would go a long way in opening up more modal opportunities in our region? What are the important actions we can take to insure that we are part of the mainstream of freight movement and are not on a sidestreet? What are the regional freight transportation assets that are most important in the larger national and international context?