

FREIGHT MOVEMENT TASK FORCE

December 13, 2023
10:00 to 11:30 P.M.
Virtual Meeting

SUMMARY

1. WELCOME & INTRODUCTIONS

Mr. Tom Madrecki, chair of the Freight Movement Task Force (FMTF), began the meeting by thanking everyone for attending and continuing to provide support for freight initiatives in the Baltimore region. Mr. Madrecki provided a heartfelt message honoring Mr. Bala Akundi for all of his great work and indicated his support to continue to move forward with this committee in advancing the freight interests and the desire to see goods movement improvements in terms of efficiency and how it impacts the quality of life.

2. APPROVAL OF JUNE 2023 MEETING MINUTES

Mr. Keith Kucharek asked if there were any comments to the minutes from the June meeting. Minutes to the previous FMTF meeting were approved with no comments or changes.

3. BWI CARGO PRESENTATION

Mr. Kucharek introduced Mr. Kevin Clarke from the Maryland Department of Transportation, Maryland Aviation Administration (MAA), who owns and operates the BWI Thurgood Marshall and Martin State Airports. Mr. Clarke is the Director of Planning and Environmental Services and works to ensure the safest, most efficient user, friendly, and fiscally responsible facilities for all customers of the Maryland aviation system. Kevin comes to the Administration after 20 years of strategic and capital program, consulting for numerous small and large airports, both domestic and abroad.

Mr. Clarke provided some background information on the MAA. BWI has about an \$11.3 billion economic impact including over 7,000 local jobs. BWI carries about 25 million passengers each year, which is down from 27 million prior to COVID but still makes BWI the 24th busiest airport in the U.S. Atlanta, Dallas/Fort Worth are on top.

For air cargo, location is the key to attracting cargo shippers and operators. Typical air cargo at BWI tends to be low weight and high value such as pharmaceuticals, medical equipment,

electronics, perishables, refrigerated goods and emergency response equipment. In terms of multi-modalism, there isn't a lot of plane to train cargo. Trains tend to carry heavy and hard to carry items. Freight in bellies of passenger planes has decreased but has shifted to all-cargo planes such as FedEx, UPS and DHL. This affects the way airports are built. Passenger and cargo have different needs.

BWI can accommodate all types of cargo. Integrators (FedEx, Amazon), heavy freight, belly freight, international freight, and live cargo such as horses coming in for Preakness.

BWI is about 3,600 acres of property with two areas designated for freight cargo. The North Cargo area and the Midfield Cargo area. Midfield cargo is exclusively Amazon. BWI is a top 5 facility for Amazon.

BWI ranks 26th for cargo. Memphis, Anchorage and Louisville are on top. Philadelphia is the biggest on the east coast.

Mr. Clarke explained the layout of BWI dating back to the original 3 runway airport. Expansion is planned but could require moving existing operations such as moving Amazon to a large currently undeveloped southwest quadrant area which has about one million square feet of space available. It takes a long time to get approval and construction complete, having to go through the FAA obligations and processes. Political and community interests also factor in. Of course there is NEPA approval that must be obtained. Overall, it can take 5-10 years from the idea to construction.

Thanks to Amazon, there are a lot more trucks coming into the airport. Surrounding development has changed and more logistics and warehousing are going in.

Airport noise is a huge issue for surrounding communities that impacts quality of life. And cargo planes which used to be bigger, heavier and noisier always raises concerns. Public perception is that cargo planes create more noise.

The airfield design changes with changes to planes. The bigger the plane, the wider the wingspan. Ground facilities may need to be expanded to accommodate larger planes.

Question – Are there any plans to incorporate automated technology?

Answer – Yes and know. Hasn't been explored a lot by either BWI or tenants and operators. The industry is pushing to integrate traffic management for trucks picking up cargo. Sustainability and climate change are probably higher priorities currently.

Question – What if any expansion plans will they have on the trucking industry?

Answer – Truck access and parking are a concern. MDOT is looking at safe parking areas. New development in SW quadrant will consider parking.

[PowerPoint: Air Cargo Presentation]

4. PHILLY FREIGHT FINDER

Mr. Kucharek introduced Ms. Kristen Scudder, Freight Program Manager for the Delaware Valley Regional Planning Commission (DVRPC). Ms. Scudder works closely with the DVRPC. Member governments, local communities and private sector industries to inform and advance transportation projects that support a safer, more efficient freight system that balances the needs of both the people and goods movement. Prior to her work at DVRPC. Ms. Scudder was a structural engineer responsible for engineering design and materials management on global infrastructure projects.

DVRPC is the Metropolitan Planning Organization for a nine county region in Delaware and Pennsylvania. There are 320 miles of National Highway Freight Network, 700 miles of freight rail, 37 maritime terminals and the Philadelphia International Airport in the DVRPC region.

The Philly Freight Finder (PFF) is the DVRPC data portal. It was launched in 2013 with support from the DVRPC Freight Advisory Committee. The PFF is an online, interactive platform for sharing freight data to enhance the understanding of performance and value of freight in the region. The goal of the PFF is to provide County planners with expanded freight planning capacity, engage new public and private sector partners, become a centralized data resource and create a foundation for additional performance measure tracking.

The PFF was built 100% in-house using a federal grant and is an open source code, free to users. The platform was built using HTML, CSS and JavaScript. Data is partially stored on an ArcGIS server. The data obtained included four internal data sources, four private data sources and eleven public data sources.

Data considerations included; practical use (data that is useful to users), cost of data, time to process data, computational requirements, and utility over time. Some data updates are automated. Other data needs manual updates.

Evolution of the PFF. Additional tools have been added over time including County profiles, maritime indicators, highway performance measures, and an interactive freight story.

[PowerPoint: Philly Freight Finder]

5. UPDATE ON CRITICAL URBAN FREIGHT CORRIDORS

Mr. Youngmin Choi, Maryland Department of Transportation, Maryland State Highway Administration provided an overview of the history and requirements for designating Critical Urban Freight Corridors (CUFC).

The FAST Act established the National Highway Freight Network (NHFN) which aimed to enhance the performance of the U.S. freight transportation by strategically allocating federal resources to crucial highway segments. The NHFN consists of:

- The Primary Highway Freight System (PHFS)
- Other Interstates portions not on the PHFS

- Critical Rural Freight Corridors and
- Critical Urban Freight Corridors

Why are CUFC important?

- Provide Critical Connectivity to NHFN
- Allows states to direct resources to improve system performance
- Designation of CRFCs and CUFCs will increase the state's NHFN

Eligible projects for NHFP funding include:

- Preliminary Engineering and design
- Construction, rehabilitation, land acquisition
- ITS and other Technology
- Widening of shoulders
- Truck parking
- Highway or bridge projects

Maryland has used NFFP funding for several projects including:

- Statewide truck stop technology
- Statewide virtual weigh station network database
- Statewide static scale replacement and electronics
- I-695 TSMO improvements

The FAST Act established that the state's mileage cap be set at 75 miles of CUFC and 150 miles of CRFC. The Baltimore Region was allocated 25 miles of CUFC and 8 miles of CRFC. The IIJA doubled the original mileage cap for Maryland to 150 miles of CUFC and 300 miles of CRFC. The Baltimore Region's share of the CUFC increased to 50 miles. The requirements to be eligible have not changed.

[PowerPoint: Critical Urban Freight Corridors]

ATTENDANCE

Members and Guests:

Dan Blevins, Wilmington Area Planning Council
Louis Campion, Maryland Motor Truck Association (MMTA)
Youngmin Choi, MDOT Innovative Programming Division
Kevin Clarke, BWI
Angelica Daniel, Baltimore County DPW&T
Jim Harkness, MdTA
Sean Lain, JMT
Kyle Leggs, Baltimore City Department of Planning
Tom Madrecki, Consumer Brands Association

Parto Mazdeyasni, MDOT Maryland Port Administration (MDOT MPA)
Ed Mihalski, Ecologix Group
Roxanne Mukai, Maryland Transportation Authority (MDTA)
Deborah Price, Baltimore County
John Rotz, MDOT SHA Motor Carrier Division
Amanda Rutherford, U.S. Maritime Administration (MARAD)
Nanette Schieke, MDOT MVA
Kristen Scudder, Delaware Valley Regional Planning Commission (DVRCP)
Kip Snow, Community Colleges of Baltimore County
Daniel Spack, Ecologix Group
John (JT) Thomas, MDOT Capital Planning and Programming
Jacqueline Thorne, MDOT Office of the Secretary
Reidel Vichot, University of Delaware

BMC Staff:

Regina Aris, Baltimore Metropolitan Council (BMC)
Cindy Burch, BMC
Blake Fisher, BMC
Keith Kucharek, BMC
Anna Marshall, BMC
Nicole Ramsey, BMC