

**FREIGHT MOVEMENT TASK FORCE MEETING
THURSDAY, AUGUST 17, 2006
AT THE BALTIMORE METROPOLITAN COUNCIL**

ATTENDANCE

Chair: Rick Crawford-Norfolk Southern	215/448-4230
Regina Aris, Baltimore Metropolitan Council	410/732-9572
Andrew Burke, Metro Washing Council of Gov.	202/962-3778
Patrick Fleming, MD Dept of Transportation	410/865-1283
Karin Foster, Baltimore Metropolitan Council	410/732-0500
Jason French, CSX Transportation	410/684-7060
Tony Giobbie, CSX Transportation	609/409-2410
Beverly Goll-Yekeson, MD Dept. of Environment	410/537-4180
Rick Johnson, MD Dept of Transportation	410/684-7060
Jocelyn Jones, FHWA Resource Center	410/952-2486
Jim and Mary Lewis, Carroll County citizens	410/239-2085
Andrew Meese, Metro. Washington Council of Gov.	202/962-3789
John Rotz, MD State Highway Administration	410/582-5735
Brian Ryder, Baltimore Metropolitan Council	410/732-0500
Brad Spittel, Baltimore Metropolitan Council	410/732-0500
Bob Utz, McCormick and Co., Inc.	410/527-8041
C. Patrick Zilliacus, Metro. Wash. Council of Gov.	202/962-3292
Public:	
Eulois Cleckley, Wilbur Smith Assoc.	703/690-9780
Ben Cohen, BWI Business Partnership	410/859-1000
Edward Cohen, Transit Riders Action Council	410/837-6582
Robert Shaffer, Maryland Aviation Administration	410/859-7030

MEETING SUMMARY

Welcome and Introductions

Freight Movement Task Force (FMTF) Chairman Rick Crawford (Norfolk Southern) welcomed attendees and asked everyone to introduce themselves. Following introductions, members approved the May 25, 2006 FMTF meeting summary with no changes made.

Presentation: Maryland Aviation Administration Efforts to Support Air Cargo Development at the Airport

Mr. Robert Shaffer, Manager of Cargo Development at the Maryland Aviation Administration (MAA), provided a brief history of the air cargo industry as well as current trends and goals for the future of air cargo at the Baltimore Washington International Thurgood Marshall airport (BWI).

In the 1910s, a few years after the Wright Brothers and their “flying machines,” it was proven that cargo-baring airplanes could beat trains to deliver freight. This initiated the birth of the air cargo industry. Today, although a small portion of total freight, air cargo is the fastest-growing mode of freight movement. In addition to exclusive air freight carriers, nearly every passenger flight includes belly cargo.

At BWI, 575 million pounds of air cargo left the airport in 2005, ranking 27th in the country. Additionally, BWI ranked second-best in the country for its size class for moving air cargo. BWI’s air cargo industry supports over 1,000 full-time employees with airport jobs and several more among air freight forwarders. BWI has 987,000 square-feet in air cargo space; however, BWI is constantly bulldozing and expanding facilities to ease capacity constraints. Mr. Shaffer also noted that a lot of freight intended to travel by air never gets on an airplane; and moves instead by truck because of air cargo congestion. Sometimes it is faster to move air cargo by truck if planes are already loaded to capacity.

Mr. Shaffer also noted that post-9/11/01 has brought an increased focus on safety and security issues that present new challenges to the air cargo industry.

Finding good employees can sometimes be a challenge for BWI and the air cargo industry. Mr. Shaffer described an Apprenticeship program that has been ongoing for two years. This program prepares high school graduates for a job in the air cargo industry.

Handout

Discussion

Rick Crawford of Norfolk Southern asked Mr. Shaffer for the percentage of domestic versus international air freight from BWI. Mr. Shaffer replied that 93 percent of BWI air freight is domestic and 7 percent international.

Jocelyn Jones, Federal Highway Administration, informed FMTF members of the upcoming Air Cargo Expo being held at BWI on September 27, 2006. The Expo includes a Baltimore-Washington Chamber of Commerce breakfast, RMI of Maryland luncheon, and a post Expo bar-be-que. Find more information visit www.bwiairport.com.

Presentation: Technology Applications in Transportation Planning

BMC staff Brian Ryder demonstrated an application of travel speed and Skycomp data collected by the BMC. Roadways are color coded to depict the average speed of seven trips along that roadway during peak hours. BMC staff Brad Spittel demonstrated how to view this data on preprogrammed tours in GoogleEarth.

Discussion

Mr. John Rotz asked if this Skycomp data included truck specific information. Mr. Ryder answered that it does not. Mr. Shaffer asked if the tours can be slowed to their actual travel time. Mr. Spittel commented that at the moment this can not be done, however, he is working on it.

Member Reports

Karin Foster, Transportation Planner and staff to the FMTF, shared several Baltimore Metropolitan Council freight-related activities. Ms. Foster noted that BMC has been doing a lot of work preparing for the next Baltimore Regional Transportation Plan, the long range transportation plan for the Baltimore region. It is important that FMTF members work together to provide input into the process and feedback on the Plan. Ms. Foster will be contacting members in the future for feedback on the Plan.

BMC also participates via teleconference with the Mid-Atlantic Regional Air Management Association in the EPA Region 3 Mid-Atlantic Diesel Collaborative Freight Committee. BMC is working with this group to develop a Mid-Atlantic Loan Program to finance the purchase of SmartWay Technologies for Trucks. Many of these SmartWay Technologies are popular with truckers, especially right now with higher gas prices. For example, popular money-saving technologies include idle reduction technologies such as auxiliary power units that truckers install on their truck so they can idle with the engine off. Earlier, BMC worked with some FMTF members to apply for a \$300,000 EPA grant to study fuel consumption and emissions reductions associated with similar innovative technologies for heavy duty diesel trucks and unfortunately BMC's proposal was not selected.

The FMTF Parking Partnership Steering Committee will meet in the next couple of weeks to discuss our consultants' recommendations for next steps on the Truck Parking Partnership Study. As part of the study we conducted two stakeholder forums, one in Hunt Valley and one in Jessup. We will share the consultant recommendations for next steps at a future FMTF meeting.

Patrick Fleming of Maryland Department of Transportation shared with FMTF members the major transportation projects providing access to BWI airport, including the widening of MD 295 and the Hanover Road project.

Eulois Cleckley, Wilbur Smith Associates, noted that WSA is working to develop a technical course on freight planning.

Jason French of CSX noted that CSX and the City have concluded a legal settlement over the Howard Street Tunnel incident.

John Rotz of the State Highway Administration commented that there are 12 weigh stations in the state. Trucks loose time at weigh stations so they have a negative perception of weigh stations. Increasingly officers are using virtual weigh stations, which are sensors in the road that beam information to a local cruiser.

Other Business

The next meeting is scheduled for 9 a.m. Thursday, November 16, 2006. Watch the monthly e-newsletter, *Maryland Moves: A Freight News Monthly* for meeting agenda and location details.

Mr. Crawford thanked the presenters and attendees for their contributions.