

FREIGHT MOVEMENT TASK FORCE
Thursday, February 25, 2010
Baltimore Metropolitan Council

DRAFT

ATTENDANCE

Bala Akundi, Baltimore Metropolitan Council (BMC)
Craig Talbott, Maryland Motor Truck Association (MMTA)
Dennis Simpson, Maryland Transportation Authority (MdTA)
Ed Miller, MDOT, Office of Freight Logistics
Jim Dwyer, Maryland Port Administration (MPA)
John Rotz, State Highway Administration (SHA)
Joseph David, Maryland Transportation Authority (MdTA)
Karin Foster, MWCOG
Keith Kucharek, SHA – Regional Planning
Kim Summers, Baltimore City DOT – Truck Section
Louis Champion, Maryland Motor Truck Association (MMTA)
Mary Jane Norris, Maryland Port Administration (MPA)
Nicole Katsikides, MDOT, Office of Planning
Randy Carroll, Maryland Department of Environment (MDE)
Rick Rodgers, GAF Materials Corp.
Sam Azzarello, Maryland Port Administration (MPA)
Sharon Daboin, CSX Transportation
Theo Ngongang, Maryland Department of Transportation (MDOT)
Valorie LaCour, Baltimore City DOT - Planning

MEETING SUMMARY

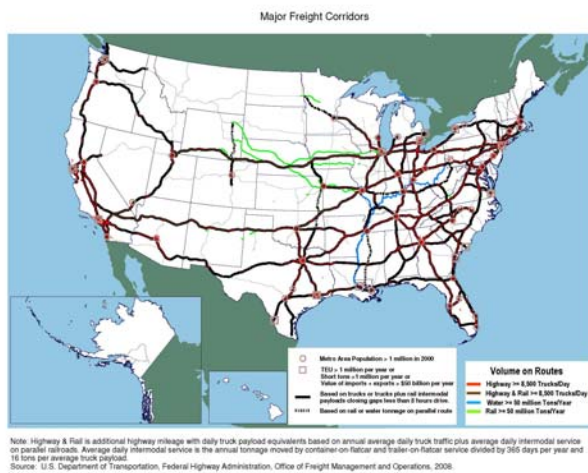
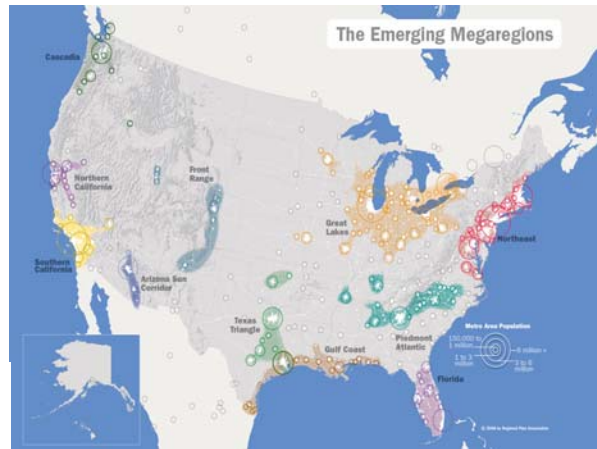
Welcome and Introductions

Mr. Rick Crawford, Chair of the Freight Movement Task Force (FMTF), could not be at the meeting so Bala Akundi (BMC) ran the meeting in his place. He presented a quick overview of the last FMTF meeting held on September 24, 2009.

Sharon Daboin from CSX who presented the National Gateway project at that meeting informed the FMTF that USDOT had recently awarded \$98 million under the TIGER Discretionary Grant Program to the National Gateway Freight Rail Corridor. The National Gateway project is a package of rail infrastructure and intermodal projects that will enhance transportation service options along three major freight rail corridors owned and operated by CSX through the Midwest and along the Atlantic Coast. The project's benefits include reduced greenhouse gas emissions and fuel usage, lower transportation costs, improved service reliability, shorter transport times, improved highway safety and expanded highway access to rail services.

The US Freight Transportation System – A National Perspective

Ed Strocko from FHWA's Office of Freight Management & Operations presented a national perspective of the freight system and some of the initiatives underway at the federal and local level to address the growing needs of the freight industry in the coming years. The Baltimore region lies along the northeast corridor which has been identified as one of the emerging



mega regions. Mr. Strocko presented slides that show freight volumes by truck, rail, and water and the major freight corridors and bottlenecks identified by FHWA. One of the highlights of the presentation were a series of slides that show how freight generated in the Baltimore region moves across the national system 24, 48 hours later and after 4, 7, and 10 days.

All of this and other topics such as size and weight, electronic freight management, public-private partnerships, recommendations for a new Federal Compact can be found here: <http://www.baltometro.org/freight/US-Freight-Transportation-System.pdf>

Commercial Vehicle Information Systems & Networks (CVISN) & Virtual Weigh Stations

John Rotz (SHA) highlighted statewide initiatives aimed at making freight movement safe and efficient using electronic screening and thermal imaging. These virtual weigh stations are being used to supplement the truck weigh and inspection stations statewide.

Maryland is also looking at emerging technologies such as optical character recognition (OCR)



and radio frequency identification (RFID). All this and more can be found at: <http://www.baltometro.org/freight/Technology-Commercial-Vehicle-Operations.pdf>.

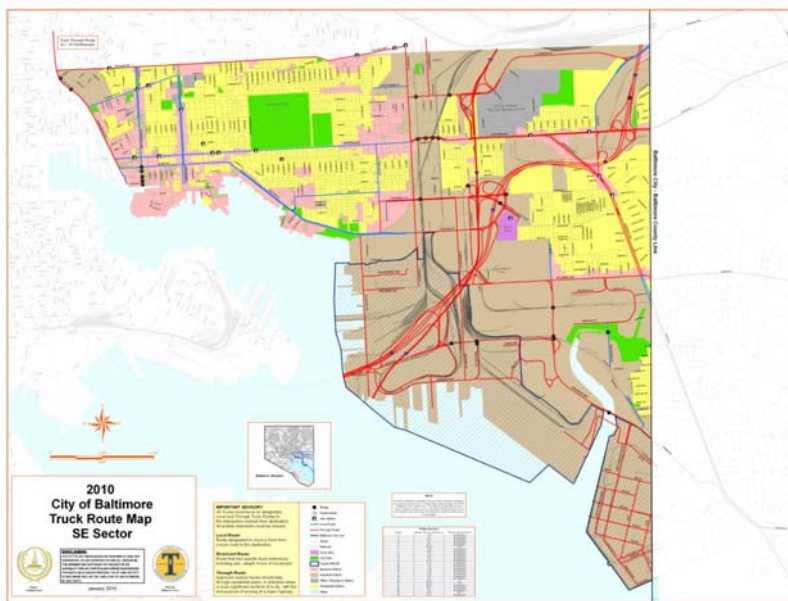
Baltimore City Truck Route Map

Valorie LaCour (Baltimore City DOT – Planning) provided an overview of the DOT’s goal to produce a city-wide truck route map starting with the southeast section of the city. It is envisioned that such a map will

1. Be a catalyst for fostering better relationships between neighborhoods and industrial activities.
2. Provide understanding of necessity of trucks to have the ability to deliver goods and contribute to economic growth.
3. Create a comprehensive truck route that is easy to understand, enforce, and eliminate confusion.

The DOT initiated a pilot study along the southeast (SE) corridor in 2008 that was completed in December 2009. The SE study task force met several times during the course of this pilot project and included several stakeholders representing the trucking industry, port operations, MDOT, law enforcement, businesses and others.

For the purposes of this study, trucks are defined by class/weight and routes are determined using roadway classification, load capacity, bridge clearance and geometry. A draft report and map for the SE corridor was completed by December 2009 and a series of community meetings were held in January 2010. Ms. LaCour provided a schedule for developing truck-route maps for the rest of the city - it is expected that a city-wide truck route map will be completed by the end of 2010. More details about this effort can be found at: <http://www.baltometro.org/freight/Defining-SE-Baltimore-Truck-Routes.pdf>.



MDOT Updates

Nicole Katsikides had to leave the meeting early so Bala Akundi updated the committee on her behalf.

Maryland Statewide Freight Plan

The Freight Plan is in implementation phase and MDOT is coordinating with MDP and DBED on visits to each county to do an overview of the plan and talk about specific issues. There will also be a Freight Stakeholder Advisory Committee meeting to discuss new policies and activities. Regional MPO's will be invited to participate in this meeting.

Rail Plan

The Rail Plan is being pushed back to accommodate the National Rail Plan guidance and the Amtrak Master Plan so that there is optimal synergy between the statewide rail plan and these major initiatives. MDOT has identified over 150 projects at approximately \$17 billion in public and private need. MDOT is working on the evaluations of the project needs and costs/benefits in concert with FRA guidance.

Other Business:

The next meeting is scheduled for 9:30 A.M., May 20, 2010. Location is to be determined.

The meeting adjourned at noon.