

FREIGHT MOVEMENT TASK FORCE

January 26, 2017

Baltimore Metropolitan Council

SUMMARY

1. OVERVIEW OF UPS OPERATIONS IN THE REGION

Mr. Tom Madrecki, Strategic Communications Director, Global Public Affairs, provided an overview of UPS's operations in the Baltimore region and discussed challenges and opportunities facing urban freight mobility as well as a look at the future for transportation and the industry through sustainability and smart city initiatives.

Population growth in urban areas combined with explosive growth in e-commerce has required companies like UPS to put more trucks on the road for on-time deliveries. Parking trucks in heavily congested urban areas poses a major challenge and fines can add up to millions of dollars in major cities like New York. Pointing to future trends in population, Mr. Madrecki noted that this will likely lead to greater traffic congestion and air pollution, including greenhouse gases.

Mr. Madrecki commented that urban planners are looking at shared mobility (Uber, Lyft, etc.) as potential solutions to urban congestion but e-commerce delivery is rarely included in discussions on urban congestion mitigation.

He pointed to the following that highlight UPS's commitment to global sustainability solutions:

- 7,200 alternative fuel vehicles on the road.
- Across the globe, UPS drives more than 1 million alternative fuel and advanced technology miles each business day.
- UPS's alternative fuel fleet has driven more than 1 billion miles since 2000.

[PowerPoint: UPS for the Freight Movement Task Force]

2. STATEWIDE FREIGHT PLAN (SFP) AND CRITICAL URBAN FREIGHT CORRIDORS

Ms. L'Kiesha Markley, Assistant Division Chief, Freight Coordinator, MDOT-SHA, briefed the committee on ongoing efforts to update the State Freight Plan and the development of the critical urban and rural freight corridors in the state. The 2017 Strategic Goods Movement Plan will meet

MAP-21 and FAST Act requirements and will be an update to the 2015 Strategic Goods Movement Plan.

Ms. Markely noted that coordination was underway with all the MPOs in the state to designate critical urban and rural freight corridors. The critical urban freight corridors connect an intermodal facility to the Primary Highway Freight System (PHFS) or Interstate Highway, be located in corridor of a route on the PHFS, provides redundancy, serves a major freight generator, logistics, center, or manufacturing/warehouse. The critical rural freight corridors should be along a principal arterial roadway with a minimum of 25% of the AADT in trucks classes 8 to 13, identify access points to energy exploration, development, installation, or production areas, connections to PHFS or Interstate from facilities that handle more than 50,000 20-foot equivalent units a year or 500,000 tons per year of bulk commodities.

Ms. Markley outlined the tool that will be used to identify both types of corridors. It will use the following metrics - Truck AADT, Access to freight-dependent businesses, Access to intermodal facilities, and Key regional corridors with illegal truck parking. SHA will work with MPOs over the next several months to finalize the CUFCs and CRFCs.

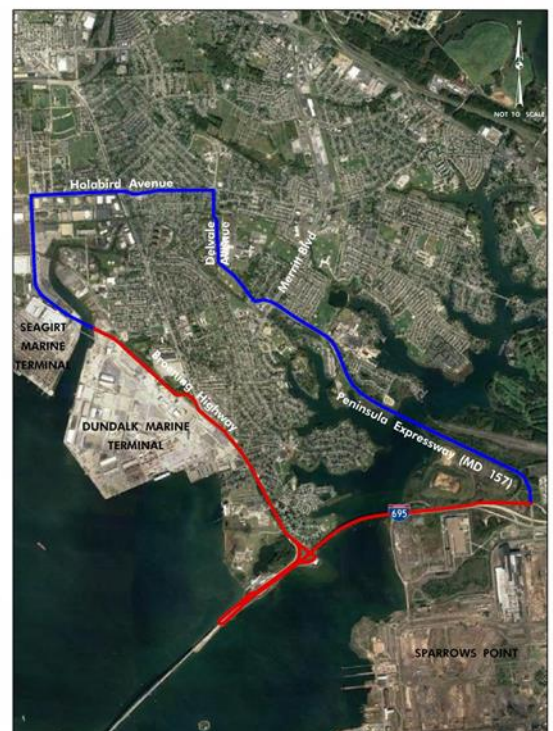
[PowerPoint: Statewide Freight Plan and CUFC]

3. PORT-2-POINT (P2P) WORKING GROUP

The goal of the P2P working group is to determine if there is adequate capacity for safe and efficient truck movement along existing highway infrastructure surrounding the Port and TradePoint Atlantic (TPA) to accommodate the growth in port container traffic and induced (non-port truck, passenger, annual growth, etc.) vehicular traffic with minimal impact to communities.

Staff at the Baltimore Metropolitan Council (BMC) led the study with help from a consultant team led by STV, Inc. In 2016, the team collected data – traffic counts, signal timing, employment projections, etc. BMC’s travel demand model was calibrated and refined to develop traffic projections for 2025, the year when TPA is expected to be fully built out.

The study team analyzed two primary routes that trucks currently use between TPA and the Seagirt Marine Terminal – they are shown in blue and red on the map. The blue route follows Peninsula Expressway (MD 157) to Delvale Avenue to Holabird Avenue and Broening Highway. Delvale Avenue is classified as an urban minor arterial while Holabird Avenue is a principal arterial. There are several schools and commercial establishments around the intersection of Holabird Avenue and Delvale Avenue.



The red route follows I-695 via the loop road to Broening Highway and includes a single toll (vehicles have to use the toll plaza two times). Both are designated truck routes. The study found all roadways and intersections in the study area operating at acceptable levels of service in 2016 during the AM and PM truck peak hours. The study used standard practice highway capacity manual procedures and Level of Service (LOS) thresholds for analysis purposes. Taking into account growth by 2025, all roadways and intersections in the study will operate at acceptable levels of service during the AM and PM truck peak hours. If all container moves between TPA and SMT were to take place along the blue route, the intersection of Holabird Avenue at Delvale Avenue would approach capacity conditions during the PM truck peak hour.

[PowerPoint: P2P Future Conditions 2017.01.09]

4. DOWNTOWN DELIVERY SYMPOSIUM

The Downtown Delivery Symposium will take place on March 29, 2017 and be a one-day workshop, sponsored by the Institute of Traffic Engineers and FHWA's Office of Freight Management and Operations. The workshop will bring together stakeholders and thought leaders to discuss urban freight issues. This forum facilitates discussion of urban delivery trends and noteworthy practices, tools and solutions, in-depth discussion and analysis of local freight movement issues. Planning is currently underway for this symposium and several members of the FMTF serve on the planning team.

ATTENDANCE

Members

Armand Patella – Pi Corp (Chair)

Debbie Bowden – MD Dept. of Transportation Office of Freight/Multi-Modalism (MDOT) (Vice Chair)

Bradley Smith - MD Dept. of Transportation Office of Freight/Multi-Modalism (MDOT)

Bill Jorch – MDOT

Kwame Arhin – Federal Highway Administration (FHWA), MD Division

Lindsay Donnellon – FHWA, MD Division

Joe Greco – Sparrows Point Terminal, LLC

Rick Johnson – Baltimore County Department of Economic Development

Keith Kucharek - AECOM

Valorie LaCour – Baltimore City Department of Transportation

Jill Lemke – Maryland Port Administration (MPA)

L'Kiesha Markley – State Highway Administration (SHA)

Parto Mazdeyasni – MPA

Chris DiFatta, MPA

Dominic Scurti – MPA

Donovan Murray, MPA

Dave Thomas, MPA

Jim Dwyer – MPA

Marck Schmidt, Ports America Chesapeake
John Rotz, SHA/MCD
Larry Collins, BDC
Roxane Mukai - Maryland Transportation Authority (MdTA)
Russell Walto - MdTA
Kipp Snow – Anne Arundel Community College
Aaron Tomarchio, Sparrows Point Terminal, LLC
Ted Yurek - SHA

Staff and Guests

Bala Akundi – Baltimore Metropolitan Council (BMC)
Regina Aris - BMC
Charles Baber – BMC
Shawn Kimberly – BMC
Brian Ryder – BMC
Terry Freeland – BMC