

FREIGHT MOVEMENT TASK FORCE

October 29, 2020

Online

SUMMARY

1. WELCOME & INTRODUCTIONS

Mr. Dave Thomas, chair of the Freight Movement Task Force, kicked off the meeting with a round of introductions. Following introductions, he provided an update on the Maryland Port Administration (MPA) operations under the present circumstances. At this time cargo operations are open and running well and bouncing back from the lows in May. General cargo trends are up 15 percent from the low in June and containers are up 8.5 percent over June. Downside is the cruise terminal – last cruise was March 18. The Centers for Disease Control have a no-sail order in place until the end of October. Auto and RO-RO are also showing strong positive trends with the economy improving.

Vice-chair Mr. Tom Madrecki provided the Consumer Brand Association (CBA) perspective - going into the holiday season, companies are trying to predict what that will look like. Members continue to see a persistent backlog in some industry sectors through 2021. Demand cycle continues to be challenging to predict. Current demand across the board is about 3 to 5 percent elevated as compared to normal. Looking ahead, there is a lot of interest in driving contact-less delivery and keeping everyone safe.

2. DRAFT MARYLAND CAV STRATEGIC FRAMEWORK

Ms. Nanette Schieke, CAV Program Manager, Office of Policy & Innovation, MDOT MVA, provided an overview of the recently released draft framework. She began her presentation with some recent innovations/applications in the CAV technology for freight and trucking such as TuSimple's new autonomous freight network which is backed by companies including UPS, Penske, and Berkshire Hathaway's McLane. The CAV working group, led by MVA Administrator Chrissy Nizer, developed the following vision statement:

Maryland CAV Vision: Uphold & enhance a **Safe, Efficient, and Equitable** transportation future by delivering collaborative and leading-edge CAV solutions. Maryland is open for business and eager to realize the life-saving and economic benefits of CAV technology, while ensuring safety for all. We are embracing CAV technology and innovation through **continuing collaboration** with partners interested in **researching testing, and implementing** CAVs in MD.

Ms. Schieke provided a timeline of Maryland CAV activities – as shown in slide 4 of the presentation – starting with the formation of the working group in 2015 to the present time with the release of the CAV strategic framework. She highlighted a few private entity pilots underway – such as the Local Motor’s automated shuttle “Olli” at National Harbor and STEER autonomous parking at BWI Thurgood Marshall and in multiple counties.

The CAV framework has five focus areas – public education and outreach, planning and policy, early deployment and testing, infrastructure, and workforce. Safety and equity encompass all five of these focus areas.

As part of a survey conducted for the framework, the number two priority for deployment was a *“more efficient movement of goods to improve economic vitality, reduce freight congestion, and help businesses succeed”*. Number **one** in the category of *Do within 5 Years*: *“automated freight solutions”*. Number **one** in the category of *important strategies*: *“deploy automated freight solutions to improve movement of goods”*.

[PowerPoint: MDOT CAV Initiatives]

3. TRANSPORTATION, DISTRIBUTION AND LOGISTICS INSTITUTE AT CCBC

Mr. Kipp Snow, Director, Transportation, Distribution, and Maritime Logistics, presented various programs being offered at CCBC to the freight industry in the region and across the state. The TDL institute is a combination of the credit and continuing education/professional development and the CCBC Transportation Center at TradePoint Atlantic. Mr. Snow introduced key staff at the institute (slide 3 in the presentation). The TDL Institute’s mission is as follows: the institution for providing premier training and academic instruction supporting transportation, distribution, and logistics in the Baltimore region.

The CCBC Transportation Training Center at TradePoint Atlantic is an onsite training facility with 4 plus acre driver training space, classroom space and 4 CCBC owned rigs and trailers. It is funded by a FMCSA grant and supports veterans, their spouses, and dependents. Current course offerings include CDL-A and CDL-B. Future courses include diesel technician and CDL certificate.

Mr. Snow highlighted several academic and training opportunities such as the 21 credit Certificate in Transportation, Distribution, and Maritime Logistics, 60 Credit Associates of Applied Science in Transportation, Distribution, and Maritime Logistics, etc.

Current initiatives include:

- Credit and Continuing Education Crosswalks
- Maritime Educator Externship
- Baltimore Port Alliance (BPA) Hiring Event
- Developing Military / Veterans Crosswalks
- Implementing High School / Dual Credit solution

The slides have more information on each of the above initiatives.

[PowerPoint: CCBC TDL Institute]

4. AGENCY UPDATES

Mr. Brad Smith, MDOT MPA, provided an update on the Howard Street Tunnel project. He noted that they continue to work with the Federal Railroad Administration (FRA) and CSX to advance pre-construction work. MDOT MPA recently filed the draft EIS as required under NEPA with the FRA. The goal is to finalize the EIS in early January. There will be public outreach on the document. Mr. Smith will update this group as it is finalized. Construction, to occur in phases, is expected by the middle of 2021.

Ms. Valorie Lacour, Baltimore City DOT commented that they are dealing with issues related to the truck route map and enforcement – she will report back later to the group on specifics.

Dr. Nicole Katsikides, speaking on behalf of MDOT SHA observed that the truck parking study is now public and is under implementation. MDOT SHA is looking at available state property for potential parking lots and studying truck parking clusters from probe data. MDOT SHA will share this data with MPOs in 2021 so they can use it for local/regional planning efforts and coordination. MDOT TSO is in the early stages of updating the statewide freight plan.

Mr. John Rotz, MDOT SHA, Commercial Vehicle Enforcement Division, observed that all oversize and overweight loads are being taken care of as staff work from home. He also announced a partnership with Washington College and FMCSA to develop a crash analysis dashboard.

ATTENDANCE:

Members and Guests:

Aaron Tomarchio, TradePoint Atlantic
Armand Patella, Preferred Service, LLC
Bradley Smith, MDOT Maryland Port Administration (MDOT MPA)
C. Siler, MDOT MPA
Dave Thomas, MDOT MPA
Dennis Simpson, AECOM
Jill Lemke, MDOT MPA
John Rotz, MDOT SHA
Kipp Snow, CCBC
L'Kiesha Markley, MDOT State Highway Administration (MDOT SHA)
Louis Campion, Maryland Motor Truck Association
Marlee Baucom, Norfolk Southern
Nicole Katsikides, Texas Transportation Institute (TTI)
Parto Mazdeyasni, MDOT MPA
Patrick Zilliacus, MWCOG
Roxane Mukai, MDOT Maryland Transportation Authority (MDOT MDTA)
Russell Walto, MDOT MDTA
Summer Bowman, U.S. DOT FMCSA
Tom Madrecki, Consumer Brands Association
Valorie LaCour, Baltimore City Department of Transportation

BMC Staff:

Bala Akundi, Baltimore Metropolitan Council (BMC)
Blake Fisher, BMC
Regina Aris, BMC