

FREIGHT MOVEMENT TASK FORCE

June 24, 2021
10:00 to 11:30 A.M.
Online

SUMMARY

1. WELCOME & INTRODUCTIONS

Mr. Tom Madrecki, chair of the Freight Movement Task Force, kicked off the meeting with a round of introductions.

2. TRUCK PARKING

Dr. Nicole Katsikides, Texas A & M Transportation Institute, presenting on behalf of MDOT SHA, provided background on the need for truck parking, some of the local challenges being faced by truck drivers and ways in which MDOT is using real-time data to analyze truck bottlenecks and where trucks are parking overnight. Most people don't realize trucks essentially bring everything that is on store shelves or to their doorstep – and the drivers who bring all of these goods need rest – which is mandated by federal law. There isn't enough truck parking throughout the U.S., or in Maryland. I-95 is a particularly challenging interstate for overnight truck parking. Lack of truck parking sometimes means trucks are parked in places constituents do not like (residential areas). With increases in delivery due to e-commerce, there is an increased need for delivery parking/stopping.

MDOT has several resources available for state and local planners to use. They are:

- MDOT's Statewide Truck Parking Study
- Truck Parking Data Application
- Truck Parking Portal
- Emergency Truck Parking Options – for operational/law enforcement awareness
- Property availability information
- MDOT's new INRIX Trips Truck Waypoint data

Dr. Katsikides displayed some of these tools to highlight locations where trucks were parking throughout the state in the short- and long-term. The [truck parking application](#) can be found online in an ARC GIS format.

MDOT also recently purchased two years of INRIX trip data that can provide origin and destination analytics (ability to understand key origins and destinations, as well as stopping points along the way) and to look granularly at truck parking and bottlenecks around key freight generators to help improve logistics. MDOT is currently working on a truck parking widget - a web-based tool that allows for quarterly updates of truck parking use and demand information. This will provide a visual of truck parking capacity and truck parking demand clusters. She displayed several examples of how this data can be displayed.

[PowerPoint: Truck Parking Analysis Tools]

3. BALTIMORE DEVELOPMENT CORPORATION (BDC) ECONOMIC STRATEGY PLAN AND THE IMPACT OF E-COMMERCE OVERNIGHT TRUCK PARKING

Ms. Larysa Salamacha, Managing Director for Strategy, Research & Analytics, discussed Baltimore City's current efforts to update its economic development strategy; the discussion focused specifically on the impact of e-commerce driving the growth of logistics in our region. The strategic planning effort is called Baltimore Together and the [interim report](#) is available on the BDC website.

Ms. Salamacha outlined the work and research that has gone into the development of this report over the past several months and thanked several members of the FMTF such as FHWA, BMC, MDOT MPA and MDOT SHA for their help and guidance.

There are several indicators that point to the city and the region playing a major role in the growth of logistics in the coming years – the projected amount of warehouse space, the continued expansion of the port of Baltimore and TradePoint Atlantic, as well as the Howard Street tunnel among others.

Ms. Salamacha asked the committee to provide feedback on a couple of questions – is your business/jurisdiction aware of the growth in this sector and if so what impact this growth is having on your business/jurisdiction? Because the responses to these questions affect policy decision making at the local level. Where resources need to be redirected to address this growth – job training, land use and transportation? The ensuing discussion focused primarily on truck parking – following the earlier presentation. While financial incentives are being offered for the businesses, there is no requirement to include truck parking. State and local jurisdiction permitting policies should include requirements for major shippers to include truck parking capacity. Large majority of shippers do not allow trucks to park on their premises. Development of overarching guidelines would be effective. Important to understand the exact type of truck parking problem. Is it the larger trucks that cannot find parking on the smaller delivery trucks blocking streets and causing bottlenecks?

Ms. Salamacha also had an ask of the FMTF members – use of the MDOT truck parking data application to help with updating truck routes and measuring growth in truck volumes, report metrics on the movement of goods on a regular basis such as the value of goods and understand the impact of jobs and employers.

4. AGENCY UPDATES

- **Howard Street Tunnel** – Mr. Brad Smith (MDOT MPA) noted that they received final NEPA approval from FRA. The environmental assessment document (EA) was out for about 6 weeks and they received about 20 comments. The finding of no significant impact (FONSI) is posted on the project website. Next step is the execution of grant agreements – one with FRA and one with CSX – which should be done this summer. CSX will finalize engineering and move into construction. It will be done in different phases – the project is more than just the tunnel – there are also twenty two bridges between Baltimore and Philadelphia that require lowering of tracks. It is expected that construction will be complete by 2025.
- **WILMAPCO** – Mr. Dan Blevins noted that WILMAPCO kicked off the Delaware statewide freight plan update and expects to have it done by October 2022. And similar to Maryland, they are also finishing a truck parking study.
- **CCBC** – Mr. Kipp Snow told the committee that they are going through summer strategic planning to bring new course offerings. By end of August there will be new workforce training opportunities. The freight technology course will include truck parking. Working on a truck pull for 2022.

ATTENDANCE:

Members and Guests:

Kwame Arhin, Federal Highway Administration (FHWA), MD Division
Marlee Baucom, Norfolk Southern (NS)
Daniel Blevins, WILMAPCO
Summer Bowman, U.S. DOT FMCSA
Louis Campion, Maryland Motor Truck Association
Larry Collins, Baltimore Development Corporation
Rick Johnson, Baltimore County Department of Economic and Workforce Development
Jocelyn Jones, FHWA
Nicole Katsikides, Texas Transportation Institute (TTI)
Valorie LaCour, Baltimore City Department of Transportation
Jill Lemke, MDOT Maryland Port Administration (MDOT MPA)
Michelle Martin, MDOT TSO
Troy Mix, University of Delaware
Tom Madrecki, Consumer Brands Association
Parto Mazdeyasni, MPA
Donovan Murray, MPA
L’Kiesha Markley, MDOT State Highway Administration (MDOT SHA)
Roxane Mukai, MDOT Maryland Transportation Authority (MDOT MDTA)
Donovan Murray, MDOT MPA
Armand Patella, MMTA
Harry Romano, MDOT
John Rotz, MDOT SHA
Larysa Salamacha, Baltimore Development Corporation
Nanette Schieke, MVA

Bradley Smith, MDOT MPA
Kipp Snow, CCBC
Jacqueline Thorne, MDOT
Patrice Williams, UMGC

BMC Staff:

Bala Akundi, Baltimore Metropolitan Council (BMC)
Regina Aris, BMC
Blake Fisher, BMC
Keith Kucharek, BMC
Shawn Kimberly, BMC
Zach Kaufman, BMC