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*The Metropolitan Planning Organization for the Baltimore Region*

## **FREIGHT MOVEMENT TASK FORCE**

September 30, 2021

10:03 to 11:30 A.M.

Online

### **SUMMARY**

#### **1. WELCOME & INTRODUCTIONS**

Mr. Tom Madrecki, chair of the Freight Movement Task Force, kicked off the meeting by thanking everyone for the great collaboration and exchange ideas to help build a better freight network.

#### **2. BALTIMORE COUNTY RESIDENTIAL TRUCK TRAFFIC WORKING GROUP**

Ms. D'Andrea Walker thanked Louis Champion and the Maryland Motor Truck Association for their assistance on the Work Group. The group consisted of Industry leaders, budget, law enforcement, Baltimore County traffic engineers and procurement to ensure it was a well-rounded project to provide to the Council.

The group has been working for the past 12 months to achieve a product that was a balance between residential rights to a sustainable environment and industry needs. Last year, the General Assembly mandated implementation of a commercial vehicle height system to address high volumes on local roads. The group evaluated truck routes, creating a map of restricted routes, areas for enforcement, recommending limiting the number of commercial vehicles on local roads, recommending height exemptions, limiting erroneous truck citations, look for ways to place responsibility on the drivers and not the owners for receiving the ticket, and evaluating and improving signage.

A lot of the work was laid out using Baltimore City as the benchmark. The timeline for completing the task was March of 2021. The end product is meant to satisfy residents, truckers, and traffic engineers as well as meet public safety and legal requirements. The team established seven recommendations to carry forward.

1. Truck Route Map – Goal was to capture county roads that were used for through traffic by trucks. Many trucks are using restricted roads and not considering impacts on communities. Did not want to restrict delivery trucks that had a right to be on secondary or community roads. The group identified roads to be considered preferred routes which allows trucks to stay clear of restricted roads. Map is available as a GIS map and available to truck drivers through the Waze App.

2. Height monitoring – Seven restricted roadways identified to start. Each location requires two cameras. The cameras will record truck height, truck license plate, and traffic from both directions. Cameras will be set up to record vehicles higher than 12 feet. Some county roads, however, have a high volume of delivery trucks which may exceed the 12 foot restriction. So, those had to be considered. This recommendation also included upgrading signage.
3. Limit the number of camera locations – Don't want cameras on every street, and the cameras are movable so they can be relocated if necessary. Locations were established by knowing where the complaints were coming from.
4. Exempt certain vehicles – some vehicles have legitimate reasons for being there. School buses, emergency vehicles, transit vehicles, utility vehicles, energy company vehicles, trash trucks and moving trucks are exempt.
5. Citation process – citations intended to discourage illegal cut through traffic, but needed to account for trucks that were legally on county roads. If a legal truck received a citation, an appeals process was developed. Appeals are able to be done with a web-based process. So all appeals can be done online. Considers liability – Driver vs owner.
6. Review and clarification of current restrictions signage – current signing calls for restrictions of  $\frac{3}{4}$  ton whereas state law calls for 5 tons. Signage would be addressed internally. Public outreach was used to let general public know about the changes in signage. Signage near TradePoint Atlantic is a good example of poor signage.
7. Ensure county agencies have the budget to carry out the recommendations.

There was discussion and questions by the members. Someone asked if State Police were included on the team? Only County Police were included. It was noted that the MDOT SHA Motor Carrier Division has a map of restricted roadways. Will this map present any conflicts? Ms. Walker responded that the mapping section from the county did analyze state routes and state restrictions and are cognizant of where the scales are. GIS mapping does allow for changes if a conflict is discovered. It is possible for a truck to have a permit to travel on a restricted road and should coordinate with the County. Someone also stated that on most non-interstate or US Routes it is illegal for 53' trucks with some exceptions for deliveries. The County has a disclaimer on the map that recognizes that truckers need to be aware of size and weight restrictions. Finally, someone commented that most truckers are social media savvy. Information can be posted on Facebook, Twitter and other sites. Might consider coordinating with MDOT SHA since they are working on a freight traveler system. MDOT SHA is working on a Truck Parking widget and could coordinate truck parking information and routing coordination.

***[PowerPoint: Baltimore County Truck Traffic Working Group]***

### **3. POST – PANAMAX CRANES AND THEIR JOURNEY TO BALTIMORE**

Mr. Chuck Heinze, Ports America Chesapeake, gave a brief history of the need for the expanded berths. The Panama Canal expansion began in 2007 and was completed in 2016. This allowed for 14 thousand TEU vessels to reach the east coast of the US. Previously Marine Terminal Operators had to prepare wharf structures and procure larger ship-to-shore cranes.

As a result of the Panama Canal expansion, berth four at Seagirt was upgraded. In 2010 a \$105 million project to provide a 14 thousand TEU vessel berth. The channel was dredged to 50 feet and four new ship-to-shore cranes were added, each capable of 22 rows across and had spreader heights of 42 meters. This construction was completed in 2013 and is successfully operating.

In 2018, Berth three was determined to be modernized to provide a second berth capable of handling the larger vessels. This \$116 million project is currently underway and will dredge to support a 50 foot berth, provide pile and beam maintenance, strengthen the wharf, and add new STS cranes. Phase 1 is complete with Phase 2 expected to be complete in 2022.

A decision was made to move cranes from berth four into berth three and purchase new cranes for berth four. New cranes were purchased and arrived at berth four on September 9, 2021. Crane off-loading was completed on September 20, 2021. The cranes are currently being erected and will be energized in late November 2021 with commissioning in January 2022.

New cranes are capable of 23 rows across and maybe beyond if needed. New cranes are 25 feet taller and can service Suez Canal sized vessels as well.

Someone asked if all of the cranes made in China? That is correct.

**[PowerPoint: Post Panamax Ship-to-Shore Crane Arrival]**

#### **4. RESILIENCE 2050: UPDATE**

Mr. Zach Kaufman, Baltimore Metropolitan Council, provided an update on the development of the long-range transportation plan (LRTP) – *Resilience 2050*.

The LRTP is required to be updated every four years and has a planning horizon of at least twenty years out. The draft plan is expected to be released to the public in early 2023 with a vote on the resolution to approve in July of 2023. Through the call for projects process, jurisdictions submit projects which are scored and based on available revenues for the region, a preferred alternative is then created.

Goals and strategies were developed using previous goals as a base. There are numerous ways to comment on the Goals and Strategies which are out for comment through October 12. The most interactive way is through the Public Input site.

There are nine goals that are guided by federal and state regulations. Goals are accompanied by various strategies. The nine goals include:

1. Improve accessibility – Identify and support multimodal options and systems that promote equity and enable all individuals to reach their destinations safely and seamlessly
2. Increase mobility – Help people and freight move reliably and efficiently
3. Improve System Safety – Reduce the number of crashes, injuries, and fatalities experienced by all users of the transportation system toward meeting Zero Deaths Maryland

4. Improve and Maintain existing infrastructure – Improve the conditions of existing transportation facilities; systematically maintain and replace transportation assets as needed
5. Create environmentally responsible transportation system – Pass on to future generations the healthiest natural and human environments possible
6. Improve system security – provide a secure traveling environment for everyone; improve the region’s ability to respond to natural and human caused disasters
7. Promote prosperity and economic opportunity – Support the vitality of communities and businesses, opportunities for workers, and the movement of goods and services within and through the region
8. Foster participation and cooperation among all stakeholders – Enable all interested and affect parties to participate and cooperate to find workable solutions
9. Promote informed decision making – Ensure that adopted transportation policies and performance measures guide the regional decision making process

The BRTB will consider all comments in November with a vote anticipated on November 30, 2021.

**[PowerPoint: Resilience 2050]**

## **5. AGENCY UPDATES**

- **Howard Street Tunnel** – Mr. Brad Smith (MDOT MPA) noted that they received final NEPA approval from FRA in June 2021. The next step is the execution of grant agreements – one with FRA and one with CSX – which should be executed by October 2021. CSX will finalize engineering and then move into construction. There are twenty one bridges between Baltimore and Philadelphia that require lowering of tracks, therefore the project will be completed in different phases. Construction is expected to begin by the end of 2021 and be in full swing in Spring/Summer 2022. There is a three year construction period with construction completion in 2024.
- **Primary Highway Freight System** – Dr. Nicole Katsikides, Texas A & M Transportation Institute, provided an update on the Preferred Highway Freight System (PHFS). A Federal Register notice directed State Freight Advisory Committees to provide input on the federal highway update of the PHFS. Through the FAST Act, congress created the National Highway Freight Network (NHFN) which has four components.
  - Primary Highway Freight System – set by FHWA
  - Remaining Interstates – set by FHWA
  - Critical Rural Freight Corridors – Set by states
  - Critical Urban Freight Corridors – Set by MPO’s/States if under 500 thousand in population

The PHFS includes 41,518 centerline miles and must be updated by FHWA every five years. Only allowed to add up to 3% or 1,246 miles but changes to the interstate system has

resulted in that number being closer to 960 miles. This is important because Freight Formula funds provide funding for freight specific projects such as data purchase, technological improvements, model development, or brick and mortar projects. Projects must be on the PHFN in order to qualify for funding.

Working with MPOs and counties, MDOT SHA established Maryland's National Highway Freight Network, the Critical Urban Freight Corridors and Critical Rural Freight Corridors. States are only allowed 150 miles of Rural Corridors and 75 miles for Urban Corridors. There are a lot of criteria established for routes to be added to the PHFS, including changes in origin and destinations of freight movement, land and water ports of entry, network connectivity and many others.

FHWA proposed three options for states to add to the PHFS and is seeking input from State Freight Advisory Committees. The following are the three proposed options:

- All states get 18 miles
- States with interstate mileage restrictions get 53 miles each (Maryland is not one)
- All interstates not currently on the PHFS get added (about 1,500 miles which is more than can be added)

Maryland is considering a hybrid of option 3 and other suggestions. MDOT could swap existing CUFC and CRFC mileage allowing new routes to be designated. We are unsure at this time if FHWA would consider these options. MD has several proposed options to possibly swap, including:

- US 301 in QA and Kent County into Delaware
- US 50 to US 13 on the Eastern Shore
- US 15 from Emmitsburg to Virginia
- MD 5 from Clinton to Patuxent Naval Air Station, as well as MD 4
- US 301 from Waldorf to Virginia
- US 50 western shore to Washington D.C.

These routes were selected based on truck percentages, access to freight generators, redundancy to current networks, and the fact that there is already significant freight going to freight generators. Someone mentioned that US 15 in Loudoun County Va. has a significant truck ban. MDOT SHA is aware of that ban and is looking to fill in gaps that are north of Frederick.

## **ATTENDANCE:**

### ***Members and Guests:***

Kwame Arhin, Federal Highway Administration (FHWA), MD Division  
Marlee Baucom, Norfolk-Southern (NS)  
Summer Bowman, U.S. DOT FMCSA  
Louis Campion, Maryland Motor Truck Association

David Fidler, Baltimore County DPW&T  
Chuck Heinze, Ports America Chesapeake  
Gladys Hurwitz, MDOT TSO  
Rick Johnson, Baltimore County Department of Economic and Workforce Development  
Nicole Katsikides, Texas A&M Transportation Institute (TTI)  
Sean Lain, JMT  
Jill Lemke, MDOT Maryland Port Administration (MDOT MPA)  
Michelle Martin, MDOT TSO  
Tom Madrecki, Consumer Brands Association  
L'Kiesha Markley, MDOT State Highway Administration (MDOT SHA)  
Roxane Mukai, MDOT Maryland Transportation Authority (MDOT MDTA)  
Donovan Murray, MDOT MPA  
Armand Patella, MMTA  
John Rotz, MDOT SHA  
Nanette Schieke, MDOT MVA  
Bradley Smith, MDOT MPA  
Dan Spack, EcoLogix Group  
Jacqueline Thorne, MDOT  
Aaron Tomarcio, TradePoint Atlantic  
D' Andrea Walker, Baltimore County DPW&T  
C. Patrick Zilliacus, MWCOG

***BMC Staff:***

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