

## **FREIGHT MOVEMENT TASK FORCE**

March 24, 2022  
10:00 to 11:30 P.M.  
Virtual Meeting

### **SUMMARY**

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

Mr. Tom Madrecki, chair of the Freight Movement Task Force, kicked off the meeting by thanking everyone for attending. Tom expressed the need for these meetings to ensure the quality of life for residents and ensuring companies can deliver the products that are in demand. There are still issues with the labor shortages, transportation capacity issues, or port congestion. This meeting will focus on some of the key areas addressing issues across the metro area.

From a federal level, the Biden administration put out a new initiative focusing on supply chain issues called "FLOW" or Freight Logistics Optimization Works. This initiative speaks to new ideas derived from stakeholders conversations regarding data.

#### **2. THE EASTERN TRANSPORTATION COALITION**

Ms. Marygrace Parker, The Eastern Transportation Coalition (TETC) began her presentation by describing who the TETC represents. The TETC, formerly the I-95 Corridor Coalition, has been in existence for 27 years and initially focused on highway operations ITS deployment but has since expanded.

TETC consists of 17 states and the District of Columbia and includes 190 agencies including transportation departments, toll authorities, MPOs, ports and law enforcement. The TETC recently expanded to include Kentucky. TETC is state funded.

The East Coast is the economic engine with goods moving all over the country which is important for connectivity. Trips are often over 200 miles a day, often meaning they transverse multiple states in one day.

TETC Freight Program has multiple emphasis points including freight planning, freight data, truck parking, innovations impacting the freight industry, alternative fuel vehicles and supply chain performance. The program focuses on movement of freight across multiple jurisdictions

and across multiple modes and providing support and data in the development of their state freight and operational plans.

The Freight Data Working Group will serve as a user group for freight data. They will share innovative applications of data for freight planning and leverage experiences as agencies to procure/integrate freight data. Meetings are set to begin in late spring 2022.

The Truck Parking Working Group is a forum for TETC, state DOTs, MPOs and operations staff to share recent activities and various approaches to address truck parking needs. The focus is on what works and what is not working well. The group leverages knowledge from national and agency work and serves as a resource to connect members and information. This group meets bi-monthly.

#### Freight program highlights.

- Truck parking matrix repository as a resource on activities and materials to TETC members
  - Not undermining the National Coalition on Truck Parking
- Provides info on types of activities (such as real time truck parking)
- Status of projects
- Vendors
- Links to reports
- Links to procurement
- Costs

Supply chain performance – Safety and reliability. What can be done to really make an impact? Truckers consistently want good reliable information; when are roads closed, when is there congestion, are there weather disruptions? TETC is working with the TSMO group to provide truckers with reliable information on closures, detour routes, weather conditions and traffic alerts when there are slowdowns or stoppages. TETC hosted a Traveler Information Services Summit for Commercial Vehicles focusing on improving safety. North Carolina and New Jersey gave presentations that are implementing truck safety programs that provide real time information as well as a PA presentation regarding low bridge clearances.

Freight data in the new TETC Transportation Data Marketplace includes a variety of freight related data such as travel time, speed and volume data, origin/destination information, parking data, and commodity movement. Vendors include Future Mobility, Geotab, INRIX, Quetica and Streetlight.

TETC supplies Freight Analysis Framework disaggregated data and allows members to obtain disaggregated data instead of having to pay for it. Disaggregated data can fill small geographic data needs. Each state DOT was provided data from their own state as well as all other member states.

Although it's been on hold as a result of the pandemic, TETC plans to resume their Freight Academy which is an immersion program for public sector staff. During the course, participants engage with private sector entities to gain an understanding of transportation impacts from a private sector perspective. The program helps participants increase their awareness of the dynamic changes in the goods movement industry.

**[PowerPoint: TETC BRTB\_FMTF\_03\_24\_2022 ]**

### **3. MARYLAND STATE FREIGHT PLAN UPDATE**

Ms. Michelle Martin, MDOT TSO, began with the purpose of the Freight Plan which is to examine existing and projected conditions, and identify policy positions, strategies, and freight projects to improve freight movement efficiency and safety. The last update was in 2017 with revisions and federal re-approval expected in fall of 2022. Highlights of the plan include compliance with federal requirements, a comprehensive overview of freight in Maryland, focus on freight supply chain, identification of policy needs and strategies, identification of freight project priorities and investment plans. The plan is intended to be a collaborative and coordinated effort amongst freight stakeholders.

The focus of the plan is to meet the federal FAST Act requirements. The Bipartisan Infrastructure Law (BIL) expands upon previous guidance and identifies 17 federally required elements for a state freight plan. Seven new items have been added including truck parking facility assessments, supply chain cargo flows, inventory of commercial ports, consideration of multi-state freight compacts, impacts of e-commerce on freight infrastructure, considerations of military freight and focus on enhancing freight resilience and reducing freight environmental impacts.

The plan aims to assess key freight needs to reflect the uniqueness of the different regions in Maryland and balance the broader statewide priorities alongside regional relevancy and interests. Five regions were identified including Western MD, Eastern Shore, Southern MD, Baltimore Metro, and Washington Metro.

Key maps were developed to identify regional needs and projects. Maps include categories such as truck parking needs, congested routes, congested areas, funded and unfunded projects, and truck bottlenecks.

The plan identifies key freight focus areas including freight performance measures, agency and stakeholder perspectives, and regional/statewide freight needs. Freight focus areas will align with federal requirements as well as state freight needs and interests.

The plan also establishes a freight project and investment plan that identifies freight project candidates, funding opportunities and the freight investment plan.

MDOT has been working with MPOs and stakeholders to develop surveys both within Maryland and the surrounding states. MDOT is also working with the State Freight Advisory Committee in the development of the state freight plan.

The freight plan consists of stakeholder outreach, background research, existing plans/programs, performance data and federal requirements. Within the plan, there are 11 focus areas. These focus areas include Safety/Security, Technology/Operations, Asset Management, Congestion, Truck parking, Supply chains, Ports, Multistate coordination, E-Commerce, Military Freight, and Resilience and Environment.

The implementation plan will include projects that focus on TSMO strategies and major capital improvements. Plan strategies will include modeling capabilities, innovative performance management, real-time truck parking information, freight data exchange, freight EV considerations, Freight CAV, VWS, inspection equipment upgrades, and truck parking upgrades.

Next steps include expanding critical urban and rural freight corridors, truck platooning, funding opportunities, and continued stakeholder engagement.

There are multiple sources to fund the freight plan initiatives. Some funding opportunities include NHFP, airport infrastructure grant program, HSIP, CMAQ, National Electric Vehicle infrastructure program and Railway-highway crossing program as well as many other discretionary grant programs.

The final plan is expected to be complete by the end of 2022.

### ***[PowerPoint: Freight Plan Update]***

## **4. AGENCY UPDATES**

Ms. Parto Mazdeyasni, MDOT MPA provided an update on the Maryland CAV working group. The group is focusing on the freight CAV network. Many states are focusing on automated drive systems for trucks. Maryland is looking at locations for transfer hubs on highways. At the last working group meeting, the group discussed how the freight network will change with the new CAV trucking network. The group also discussed truck platooning in Maryland. Efforts are focused on the “drive out” option. Other issues discussed at the last meeting included truck parking, data exchange, and an AV Freight feasibility study.

Mr. Jon Sherman, TPB provided an update for freight in the TPB region. There are two major aspects currently under way; the National Capital Region Freight Plan and the TPB Freight Subcommittee.

The current National Capital Region Freight Plan was adopted in 2016. TPB would like to update the freight plan every 4-6 years. TPB is just beginning updates of the current plan will be just an update and will not overhaul the entire plan. There are 7 major sections within the plan including an introduction, the Multimodal Freight System, Freight Demand, Freight Trends and Issues, Regional Freight Policies, NCR Projects Important to Freight and Recommendations and Next Steps.

New topics added to the plan or strengthened within the existing plan include:

- Urban goods delivery and curbside management
- Equity implications, including Equity Emphasis Areas (TPB created emphasis areas after previous update was complete)
- Critical Urban/Rural Freight Corridors (not established for the previous update)
- STRAHNET (required by MPOs)
- PBPP Truck Travel Time Reliability

- CAV (with a goods movement focus)
- Truck Parking
- Resiliency of key supply chains

The TRB Freight Subcommittee meets every 2 months and discusses a variety of topics. Recent meetings have focused on State Freight Plans, Freight Rail, Urban Development, Air Freight, the pandemic's implication to supply chains and Freight and Sustainability.

Upcoming topics include Oversize/Overweight vehicles and Virtual Weigh Stations, Freight implications of Land Use Decisions, Curbside Management and Freight, Regional Freight Plan Updates and Subcommittee input.

Mr. Troy Mix, University of Delaware Institute for Public Administration provided an update on freight activities in the WILMAPCO Region. Delaware is in the process of updating their State Freight Plan primarily to accommodate the new freight plan requirements in the IJJA. New requirements include commercial motor vehicle parking facility assessment, supply chain cargo flows, inventory of commercial ports, consideration of multi-state freight compacts, impacts of e-commerce, considerations of military freight, and enhancing freight resilience and reducing freight environmental impacts.

The freight plan will build on recent successes including recently completed studies and ongoing plans such as the Delaware Statewide Truck Parking Study, Truck Bottlenecks Identification and Rail Freight Zoning Study to name a few. The plan highlights include an inventory of identified and non-designated parking clusters, multiple capacity improvements and information and technology improvements.

Delaware has identified several areas of concern that reflect mode-specific issues, needs or uncertainties surrounding freight movement or freight hubs, specific components of the freight transportation infrastructure, and freight related trends or policies. Some of these concerns include Overnight truck parking in undesignated areas, warehousing and distribution trends and impacts of e-commerce expansion, seasonal tourist congestion, and several others.

There are many freight areas of opportunity as well that reflect business and industry issues or other economic development trends. Some of these opportunities include truck parking expansion, CAV technology, connectivity for freight intensive sectors and more.

The Delmarva Freight Summit is planned for mid-June. Hopefully it will be in person as it has been in the past.

**ATTENDANCE:**

***Members and Guests:***

Kwame Arhin, FHWA

Summer Bowman, U.S. DOT Federal Motor Carrier Safety Administration (FMCSA)

William Cawthern, Baltimore Development Corporation  
James Harkness, Maryland Transportation Authority (MDTA)  
Gladys Hurwitz, Maryland Department of Transportation, The Secretary's Office (MDOT TSO)  
Rick Johnson, Baltimore County Department of Economic and Workforce Development  
Kyle Leggs, BCDOT  
Jill Lemke, MDOT MPA  
Tom Madrecki, Consumer Brands Association  
L'Kiesha Markley, MDOT State Highway Administration (MDOT SHA)  
Michelle Martin, MDOT TSO  
Parto Mazdeyasni, MDOT MPA  
Troy Mix, University of Delaware  
Roxanne Mukai, MDOT MDTA  
Marygrace Parker, The Eastern Transportation Coalition  
Armand Patella, MMTA  
Bradley Smith, MDOT Maryland Port Administration (MDOT MPA)  
Kip Snow, Community Colleges of Baltimore County (CCBC)  
John (JT) Thomas, MDOT  
Jacqueline Thorne, MDOT  
Aaron Tomarchio, Tradepoint Atlantic

***BMC Staff:***

Bala Akundi, Baltimore Metropolitan Council (BMC)  
Regina Aris, BMC  
Blake Fisher, BMC  
Debbie Groat, BMC  
Keith Kucharek, BMC