



Baltimore Regional Transportation Board

Delmarva Freight Summit

Baltimore Metropolitan Council Update

June 5, 2024



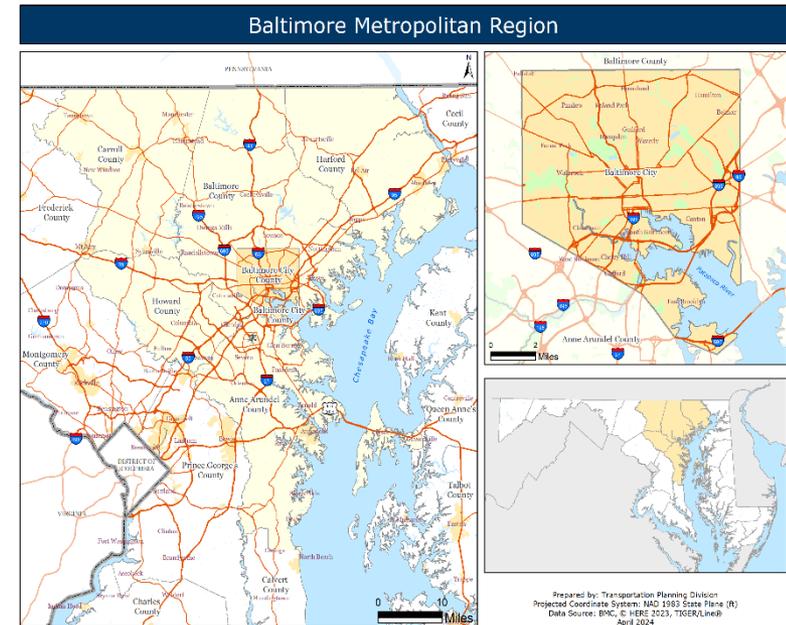
Discussion Topics

- About BRTB
- Freight Movement Task Force
- Freight White Paper
- Critical Urban Freight Corridors

Baltimore Regional Transportation Board



- Designated MPO
- Region includes
 - Anne Arundel, Baltimore, Carroll, Harford, Howard and Queen Anne's Counties.
 - Baltimore City & Annapolis
- Three Federally mandated Planning Documents
 - UPWP
 - TIP
 - LRTP



Baltimore Regional Transportation Board



- **Numerous Committees and Task Forces**
 - Technical Committee
 - Safety Committee
 - Executive Committee
 - Congestion Management Plan Committee
 - Bicycle & Pedestrian Advisory Committee
 - Interagency Consultation Group
 - Freight Movement Task Force

Freight Movement Task Force (Sub-Committee of BRTB)



- **Representation**

- Maryland Department of Transportation (MDOT)
- MDOT State Highway Administration
- Maryland Port Administration
- Maryland Transportation Authority
- Maryland Motor Truck Association
- Federal Highway Administration
- Norfolk Southern
- CSX
- Private Sector Consultants
- BWI Airport
- MDOT MVA
- Others

Freight White Paper



- **Part of the Updated LRTP**
 - Intended to engage the public
 - Traffic Safety
 - Transit
 - Air Quality Conformity
 - Emerging technologies
 - Active transportation
 - Forecasting population, households, and employment
 - Freight

Freight White Paper

- Freight Overview in the Region
 - Port of Baltimore
 - Rail Freight
 - Air Freight Regional Freight
 - Roadway or Truck Freight



Freight White Paper – Port of Baltimore

- **Impacts from COVID-19**
 - Cargo volumes mixed
 - Cruise industry
- **Economic Impacts**
 - Over 30,000 jobs generated by POB
 - 15,000+ direct
 - Nearly 17,000 induced
 - Over 5,000 indirect
 - 102,000 other jobs directly related to Port activities



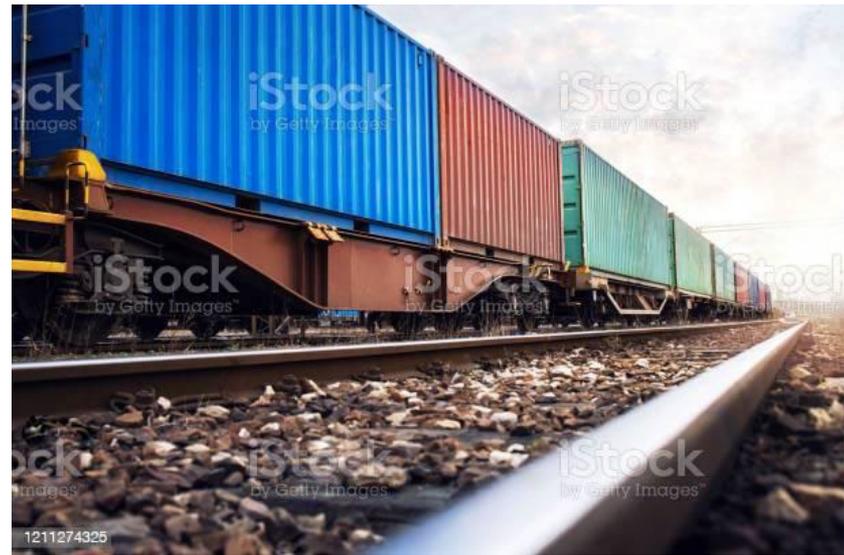
Freight White Paper – Port of Baltimore

- Revenues
 - \$3.3 billion in personal income
 - Direct jobs earn 9.5% more than the average annual wage for MD
 - \$2.6 billion in business revenues
 - \$395 million in state, county & municipal tax revenues



Freight White Paper – Rail Freight

- **History of Rail in MD**
 - First RR in North America
 - B & O chartered in 1827
 - By mid-1870's Rail dominated both passenger and freight
 - Decline with Automobiles
 - Amtrak and Conrail established to revitalize passenger and freight
 - 2 Class I RR operate in MD
 - Norfolk Southern
 - CSX



Freight White Paper – Rail Freight

- Over 800 miles of track in MD

RAILROAD	MILES LEASED	MILES OWNED/ OPERATED	TOTAL MILES OPERATED (EXCLUDING TRackage RIGHT)
Class I Railroads	5	514	519
Class II Railroads	0	0	0
Class III Railroads	115	132	247
Amtrak	0	97	93
MARC	0	3	3
Tourist Railroads	7	17	24
Total Mileage	127	763	886

- Howard Street Tunnel
 - Reconstruct to provide double stack capabilities
 - \$466 Million
 - 21 other clearance projects (11 in Baltimore City)

Freight White Paper – Air Freight

- **BWI employs 9,700**
- **57% of regional air cargo**
 - More than double cargo of Dulles and Reagan combined
 - Top 5 Amazon facility
 - Air cargo increased 19% per year over the last 5 years
- **Impacts of Pandemic**
 - Unprecedented increase in demand for e-commerce
 - Record cargo operations in 2021
 - Passenger traffic rebounded in 2021



Freight White Paper – Regional Freight

- **Top Commodities Within the Baltimore Region**
 - Weight – Gasoline, gravel, nonmetal mineral products
 - Value – Gasoline, motorized vehicles, mixed freight
- **Top Commodities Outbound from the Baltimore Region**
 - Weight – Coal n.e.c., crude petroleum, gravel
 - Value – Motorized vehicles, electronics, mixed freight
- **Top Commodities Inbound to the Baltimore Region**
 - Weight – Coal n.e.c., coal, food products
 - Value – Electronics, motorized vehicles, mixed freight

Freight White Paper – Air Freight

METHOD FOR MOVING FREIGHT	TOTAL VALUE (MILLIONS)	TOTAL TONNAGE (THOUSANDS)
Air	\$7,433	103
Other*	\$60,162	6,405
Pipeline	\$8,005	26,553
Rail	\$13,662	35,503
Truck	\$304,289	203,652
Water	\$1,580	7,019
All Freight	\$395,131	279,235

*includes multiple modes, mail, and other and unknown categories

Freight White Paper – Truck Driver Issues

- **Driver Shortage**

- ATRI top 5 issue
- Up to 80,000
- Global issue

- **Causes**

- Drivers getting older
- Age to cross state lines
- Attracting women drivers
- Lifestyle

- **Solutions**

- Increase pay and benefits
- Decrease time on road and increase time at home
- Lower regulated driving age from 21 to 18
- Diversify recruiting methods to attract women, minorities and veterans



Freight White Paper – Truck Driver Issues

- **Bottlenecks**
- **Truck Parking**
 - ATRI top 10 issue consistently
 - MD has over 2,900 parking spaces from private or state owned facilities mostly along I-95, I-70, I-68
 - Drivers begin looking for parking nearly an hour before the end of their Hours of Service at a cost of nearly \$5,600/year in lost wages
- **Curb Utilization**
- **Fuel costs**

<https://baltometro.org/transportation/plans/long-range-transportation-plan/resilience2050>

Critical Urban Freight Corridors

- **FAST Act established the National Highway Freight Network (NHFN)**
- **NHFN consists of**
 - Primary Highway Freight Network (PHFN)
 - Other Interstate portions not on PHFN
 - Critical Rural Freight Corridors
 - Critical Urban Freight Corridors

Critical Urban Freight Corridors

- **Why are CUFC's important**
 - Provide Critical Connectivity to NHFN
 - Allows states to direct resources to improve system performance
 - Designation of CRFCs and CUFCs will increase the state's NHFN
- **FAST Act Established Mileage**
 - Statewide 75 miles of CUFC (25 in the Baltimore Region)
 - Statewide 150 miles of CRFC (8 miles in the Baltimore Region)
- **IIJA Double Mileage**
 - Eligibility requirements did not change

Critical Urban Freight Corridors

- MDOT SHA partnered with Texas A&M Transportation Institute
 - Identified 200 miles of eligible highway segments based on federal requirements for eligibility
 - Segments with the highest Annual Average Daily Truck Traffic (AADTT)
 - Segments that have 25% or more AADTT
 - Proximity to freight generators
 - Weighted score for proximity to freight generators
 - Weighted scores developed a ranking
- Created an interactive map

<https://maryland.maps.arcgis.com/apps/webappviewer/index.html?id=e88e40cd0a1a40beae354638aa1601ce>

Critical Urban Freight Corridors – BMC Methodology

- Utilized MDOT SHA rankings
- Identified eligible segments which fell within Long-Range Transportation Plan project limits
 - Eliminated Transit projects in LRTP since they have separate funding sources
- Compared LRTP segments with MDOT SHA rankings
- Proximity to existing CUFC segments (original 25 miles)
- Logical segments

Critical Urban Freight Corridors – BMC Recommendations

- US 50 – I-595 to MD 2 (1.66 miles)
- US 50 – MD 2 to Bay Dale Drive (0.95 miles)
- US 50 – Bay Dale Drive to Cape Saint Clair Road (1.53 miles)
- US 50 – Cape Saint Clair Road to Oceanic Drive (2.29 miles)
- MD 2 – College Parkway to MD 648d (2.42 miles)*
- US 40 – MD 43 to Ebenezer Road (0.51 miles)
- US 40 – Ebenezer Road to Allender Road (1.73 miles)
- Main Street – MD 31 to MD 31 (0.08 miles)*
- MD 31 – MD 831j/Union Bridge Road to Main Street (6.44 miles)*
- MD 140 – Reese Road to MD 97 (2.55 miles)*
- US 50 – MD 552a to Jackson Creek Road (3.31 miles)
- US 50 – Jackson Creek Road to Evans Avenue (1.34 miles)

TOTAL MILEAGE = 24.81 miles

* Indicates projects within the LRTP

For More Information

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