



# Freight Movement Task Force Overview

TPB Freight Subcommittee, July 11, 2019

*October 17, 2018*



# BRTB - Introduction

- BRTB – Baltimore Regional Transportation Board – Metropolitan Planning Organization (MPO)
- The BRTB is a 13-member board representing the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne's and the Maryland Department of Transportation, the Maryland Department of the Environment, the Maryland Department of Planning, and the Maryland Transit Administration as well as Harford Transit.
- The BRTB has a number of [committees and advisory groups](#) that focus on specific technical and policy areas.
- The Freight Movement Task Force (FMTF) is an advisory committee of the BRTB. Active since the late 90's.
- BMC provides technical and staff support to the BRTB.

# Freight Movement Task Force (FMTF)

- To provide the freight community with a voice in the regional transportation planning process by:
  - Improving communication and information/technology among public and private sector freight movement interests.
  - Identifying short-term impediments and recommending improvements for the efficient, effective, environmentally-sensitive, and safe movement of freight.
  - Providing input into the allocation of long-term transportation resources.
  - Chair – Dave Thomas, Deputy Executive Director, Maryland Port Administration
  - Vice-chair – Tom Madrecki, Vice President, Grocery Manufacturers Association

# Long-Range Transportation Plan

- [Maximize2040: A Performance-Based Transportation Plan](#) was adopted by the BRTB on November 2015 and approved by FHWA/FTA with air quality conformity determination by U.S. EPA on January 2016
  - Identify policies, strategies, and projects for the future
  - Determine the demand for transportation services over 20 years
  - Focus on the systems level, including roadways, transit, non-motorized transportation, and intermodal connections
  - Consider how issues and expectations related to regional land use, development, housing, and employment will affect transportation systems
  - Estimate costs and identify reasonably available financial sources for operation, maintenance, and capital investments
  - Determine ways to preserve existing roads and facilities and make efficient use of the existing system

# Select projects and estimated costs in *Maximize2040*

- **Throughout the Baltimore Region:**
  - Widening of I-695: I-95 to MD 122, and I-695: I-95 to I-83, for \$1.49B
  - Widening of MD 295: I-195 to MD 100, for \$287M
  - The Maryland Transit Administration (MTA) MARC Growth and Investment Plan, \$668M to improve train mainline capacity, maintenance facilities and station areas.
  - \$155M set aside for potential Complete Streets, bike and pedestrian initiatives.
- **Anne Arundel County:**
  - Reconstructing and widening US 50: I-97 to MD 2 for \$353M
  - Widening MD 175: Howard County line to MD 170 for \$274M

# Recent Freight Studies/Activities

## Port-2-Point Traffic Study

- To determine if there is adequate capacity for efficient truck movements along existing highway infrastructure surrounding the Port and Tradeport Atlantic (TPA) to accommodate the growth in container and induced (non-container, passenger, annual growth, etc.) traffic with minimal impact to communities.

## Designate Critical Urban Freight Corridors (CUFC)

A public road designated as a CUFC must meet one or more of the following four elements:

- 1) Connects an intermodal facility to: A) the PHFS, B) the Interstate System, or C) an intermodal freight facility;
- 2) Is located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement;
- 3) Serves a major freight generator, logistic center, or manufacturing and warehouse industrial land; or
- 4) Is important to the movement of freight within the region, as determined by the MPO or the State.

# Projects in the FY 2018-2021 TIP

- Hanover Street Bridge repaving \$24.6M
- I-95: Moravia Road to Ft. McHenry Tunnel widening, \$58.9M
- Port of Baltimore Enhancements:
  - Rail Access to Fairfield Marine Terminal
  - Widen and straighten channel to Seagirt Marine Terminal
  - Fill Fairfield Basin to develop 7 acres for cargo storage

# Recent Freight Studies/Activities (cont.)

- Downtown Delivery Symposium (March 29, 2017)
  - To improve first- and last-mile freight movements and deliveries in downtown/ urban areas by connecting freight and logistics industry stakeholders with freight transportation professionals in the public sector.
- C20 Freight Model
  - Replaces the 2001 truck model in the BMC travel demand model with a multimodal Freight Modeling System (FMS).



# For More Information

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