

FREIGHT MOVEMENT TASK FORCE

May 26, 2016

Baltimore Metropolitan Council

SUMMARY

1. FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT & MAP-21

The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act for the first time, provides a dedicated source of federal dollars for freight projects.

A key feature of the Moving Ahead for Progress in the 21st Century Act (MAP-21) is the establishment of a performance and outcome-based program. Ms. Nicole Katsikides, Deputy Director, Office of Planning and Preliminary Engineering, SHA, gave an update on the Notice of Proposed Rulemaking (NPRM) under MAP-21 and the freight provisions under the FAST Act.

The proposed freight measures include:

- Percent of Interstate Mileage Reliable for Freight
- Percent of Interstate Mileage Congested for Freight

Ms. Katsikides provided details on how each of these measures is to be calculated and when states and MPOs are required to begin reporting on them.

Also included under this new legislation are two major freight funding programs and designation of a freight network which includes critical urban and rural corridors. All states are required to have a statewide freight plan along with an investment plan by December 2017.

[PowerPoint: MAP-21 Presentation FAST BMC 5-26]

2. PROPOSED IMPROVEMENTS TO THE HOWARD STREET TUNNEL

Mr. Bradley Smith, Director, Office of Freight and Multimodalism, Maryland Department of Transportation, briefed the FMTF on proposed improvements to the Howard Street Tunnel in Baltimore. The 1.7 mile tunnel under downtown Baltimore was built in 1895 and is owned and maintained by CSX Transportation, Inc. It currently supports about 20 trains per day on a single

track and is the biggest obstacle preventing double stack rail service at the Port of Baltimore. There have been several studies over the past many years to allow for double-stacking with estimated costs running between \$1 and \$3 billion.

In 2015, CSX notified MDOT there may be a cost-effective solution to clearing the Howard Street Tunnel for double-stack and in late 2015 CSX and MDOT agreed to jointly fund a study to investigate the feasibility of clearing the Howard Street Tunnel for double-stack. The feasibility study was completed in early 2016 and found:

- The existing tunnel is structurally sound and has many years of useful life
- Engineering advances now allow for the tunnel to be improved at a much lower cost than previously thought
- In addition to the tunnel, there are nine overhead bridge clearances that also need to be addressed in order to create a double-stack clearance route to/from Seagirt Marine Terminal

The feasibility study concluded it is possible to create a double-stack clearance route to Seagirt Marine Terminal for \$445 million in approximately 6 years. Included in this estimate is adjusting overhead bridge clearances and drainage improvements.

CSX does not have the funds to move this forward on their own and would need financial assistance from others. MDOT and CSX will apply for a grant under the FASTLANE program to move this project forward.

[PowerPoint: Howard Street Tunnel-BRTB 5-26-2016]

3. SHARP C-20 MARYLAND BEHAVIOR BASED FREIGHT MODEL

Mr. Brian Ryder (BMC) provided an update on the behavior based freight model that SHA and BMC are jointly working on with the help of a consultant team led by RSG. This efforts combines the Maryland statewide model with the BMC regional model and will include a freight truck touring model and a commercial vehicle touring model.

Once completed, the model will have the ability to:

- Assess travel and economic benefits of freight infrastructure improvements
- Create visuals of Goods and service delivery at TAZ-level
- Emissions analysis (additional detail on vehicle type for freight travel)
- Enhanced mode choice capability (addition of rail, water and air cargo modes)
- Address local issues with last mile access and egress to freight facilities
- Assess rail access constraints in Baltimore region

A stakeholder briefing is scheduled for June 17th at the SHA Hanover complex.

[PowerPoint: C20-FMTF-Presentation-2016-05-26]

4. PORT-2-POINT (P2P) WORKING GROUP

The goal of the P2P working group is to determine if there is adequate capacity for safe and efficient truck movement along existing highway infrastructure surrounding the Port and TradePoint Atlantic (TPA) to accommodate the growth in port container traffic and induced (non-port truck, passenger, annual growth, etc.) vehicular traffic with minimal impact to communities. Staff at the Baltimore Metropolitan Council (BMC) led the study with help from a consultant team led by STV, Inc. In 2016, the team collected data – traffic counts, signal timing, employment projections, etc. BMC’s travel demand model was calibrated and refined to develop traffic projections for 2025, the year when TPA is expected to be fully built out. Over the next several months, staff will analyze traffic flows along the two primary routes that trucks could use between TPA and Seagirt. The study is expected to be completed by spring of 2017.

ATTENDANCE

Members

Armand Patella – Pi Corp (Chair)
Nicole Katsikides – MDOT
Bradley Smith - MDOT
Kwame Arhin – Federal Highway Administration (FHWA), MD Division
Lindsay Donnellon – FHWA, MD Division
Rick Johnson – Baltimore County Department of Economic Development
Keith Kucharek - AECOM
Valorie LaCour – Baltimore City Department of Transportation
Jill Lemke – Maryland Port Administration (MPA)
L’Kiesha Markley – State Highway Administration (SHA)
Dominic Scurti – MPA
Jim Dwyer – MPA
Marck Schmidt, Ports America Chesapeake
John Rotz, SHA/MCD
Larry Collins, BDC
Roxane Mukai - Maryland Transportation Authority (MdTA)
Russell Walto - MdTA

Staff and Guests

Bala Akundi – Baltimore Metropolitan Council (BMC)
Regina Aris - BMC
Charles Baber – BMC
Shawn Kimberly – BMC
Brian Ryder – BMC