

STATE **FREIGHT** ADVISORY COMMITTEE

presented to

Members of the Committee

presented by

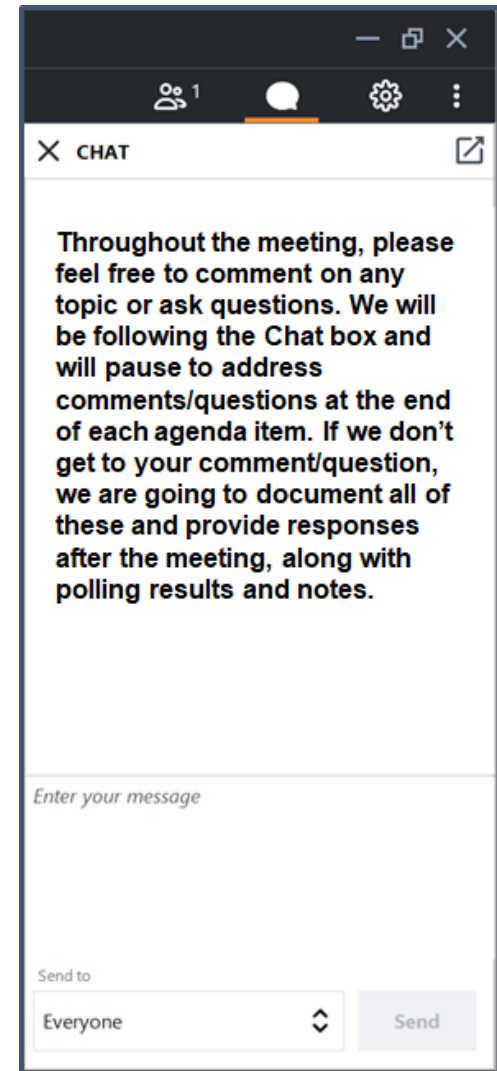
MDOT



WEDNESDAY, OCTOBER 5, 2022

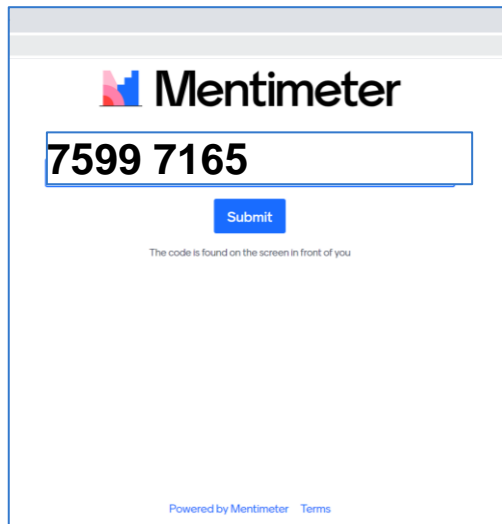
MEETING LOGISTICS

- Keep your computer/phone on mute
- Please keep your video off until/unless you are presenting
- Use Teams Chat window to share questions/thoughts
- We will pause at the end of each agenda topic/presentation to address comments/questions as time allows
- For Chat comments we do not address, we will document all comments and provide responses in meeting notes



HOW TO POLL ON MENTI

1. Go to www.menti.com on any device with internet
2. Enter the code **7599 7165**



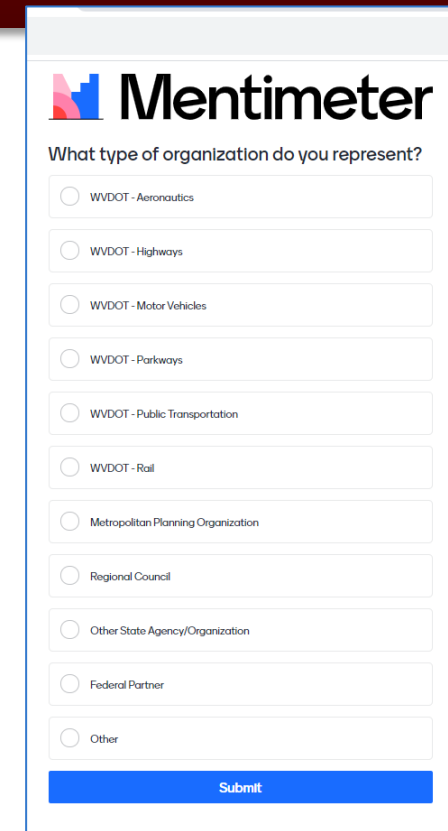
Mentimeter

7599 7165

Submit

The code is found on the screen in front of you

Powered by Menti Terms



Mentimeter

What type of organization do you represent?

WVDOT - Aeronautics

WVDOT - Highways

WVDOT - Motor Vehicles

WVDOT - Parkways

WVDOT - Public Transportation

WVDOT - Rail

Metropolitan Planning Organization

Regional Council

Other State Agency/Organization

Federal Partner

Other

Submit

3. The first poll will open, follow the directions, when you are done, click **Submit**
4. The next poll will open once we are on that slide in the presentation



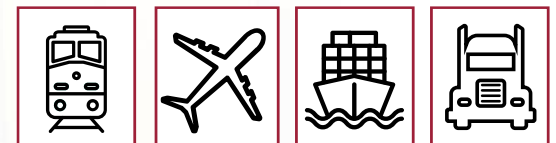
ICEBREAKER POLL



WELCOME & HEADLINES

John Thomas (JT)

Maryland Department of Transportation



STATE **FREIGHT** ADVISORY COMMITTEE

WELCOME NEW MEMBERS

- » Pam Steinebach, Director of Planning for Delaware
- » Chuck Heinze, Terminal Operations Director for Tradeport Terminals
- » Andrew Meese, Systems Performance Planning Program Director with Metropolitan Washington Council of Governments



PLANS UNDER FEDERAL REVIEW

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

State **Freight** Plan

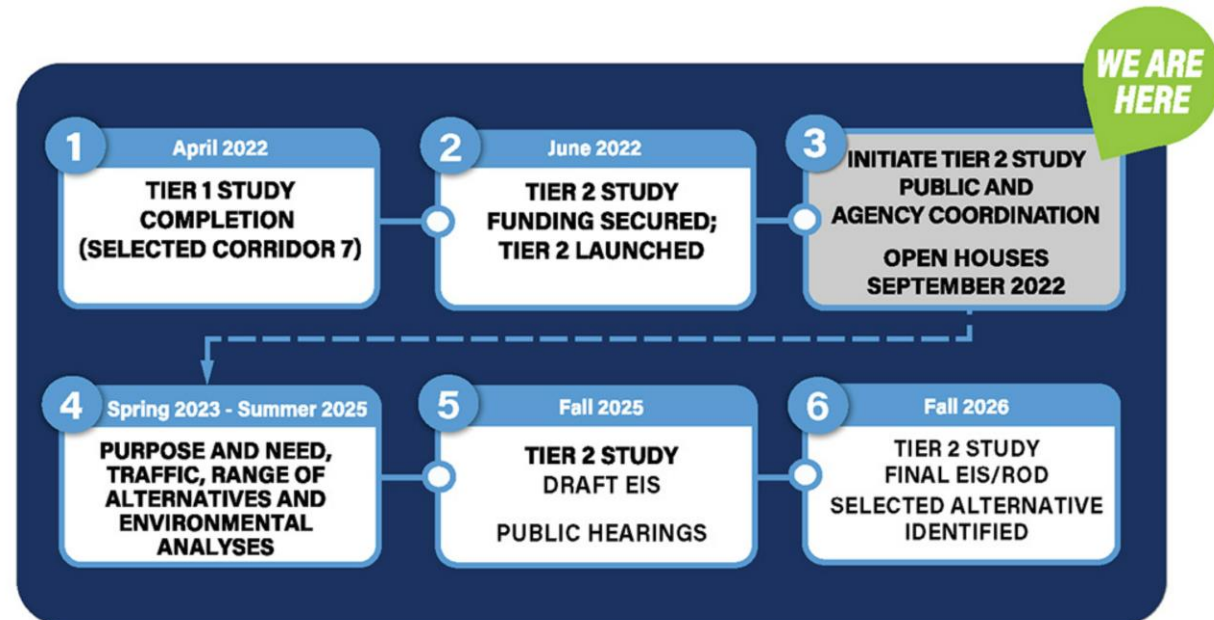


Maryland State Rail Plan

August 2021



BAY CROSSING STUDY TIER 2 NEPA



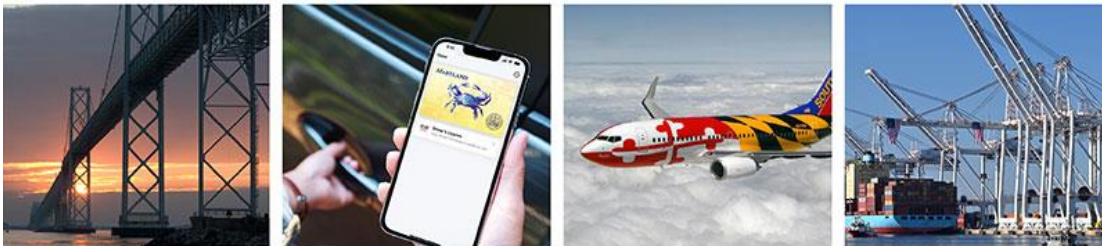
» [Source](#)



CTP FUNDING FOR FREIGHT

MARYLAND CONSOLIDATED TRANSPORTATION PROGRAM

DRAFT FY2023–FY2028
2023 State Report on Transportation



MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

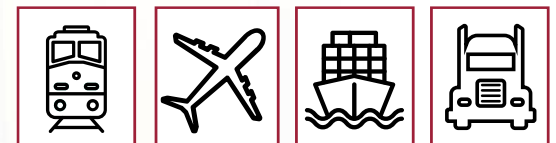
Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor

James F. Ports, Jr.
Secretary



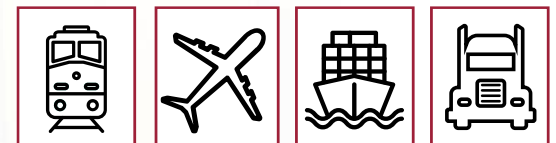
STATE OF THE PRACTICE



B&O Railroad Museum

Kris Hoellen

B&O Railroad Museum





B&O Railroad Museum







ELLEN CRAFT.



WILLIAM CRAFT.



EXHIBIT HIGHLIGHTS



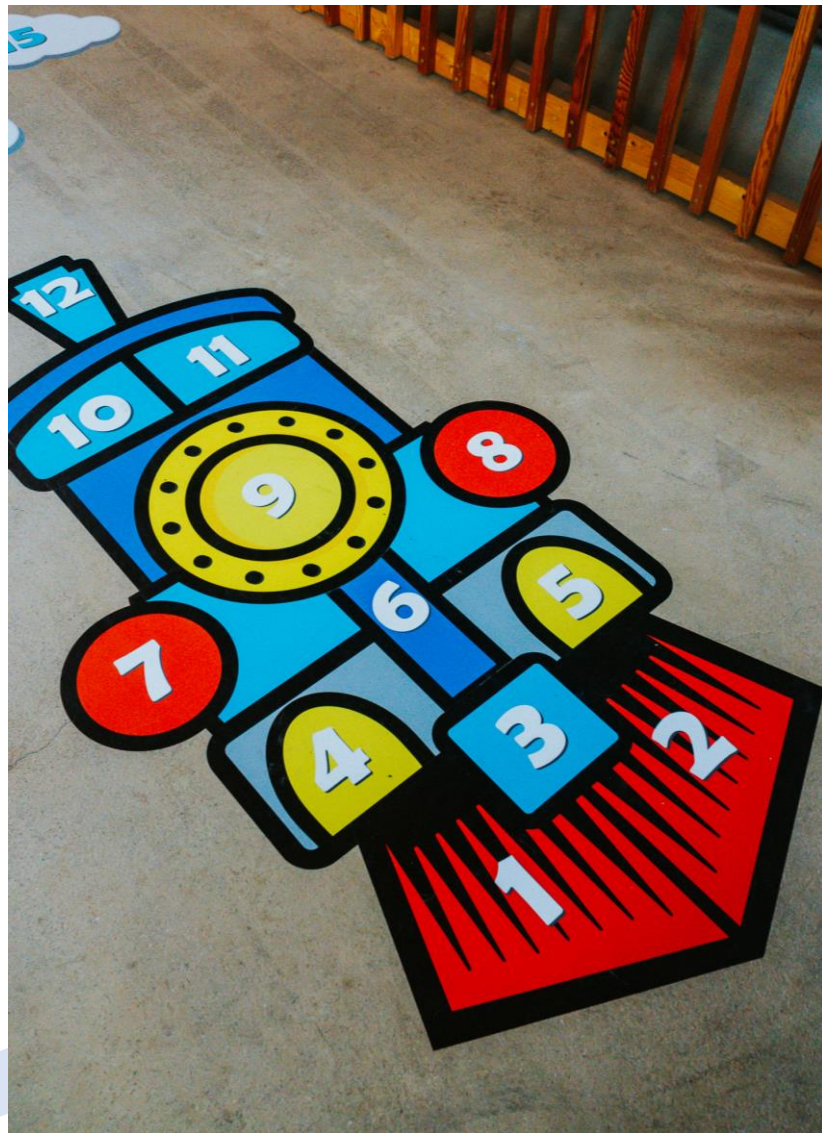
RESTORATION HIGHLIGHTS:



Polar Express Returns!



**Tails on the Rails
October 16,
2022**



B&O' Sensory Program

BALTIMORE & OHIO





B&O Railroad Museum
2021 Mayor's Business Recognition Award

The B&O Railroad Museum won in 2019 and 2021!



2027 200 Years of American Railroading!

Thank you!

Kris Hoellen

Executive Director

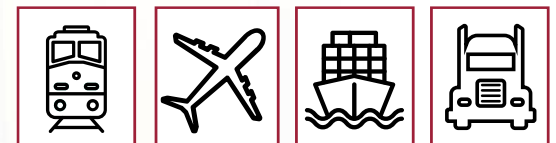
B&O Railroad Museum

443-800-4127

khoellen!@borail.org

Operation Lifesaver

John Thomas (JT)
Maryland Department of Transportation



Operation Lifesaver – Overview

- **Nationally-recognized non-profit organization and leader of rail safety education and awareness.**
 - 40+ individual state programs
- **Provides public education programs dedicated to reducing collisions, injuries and fatalities at highway-rail grade crossings and preventing trespassing on or near railroad tracks.**
- **Presents to school groups, driver education classes, community members, professional drivers, law enforcement, emergency responders, etc.**

*In America, a person
or vehicle is hit by a
train roughly every
three hours.*



Operation Lifesaver – Maryland Program

- Maryland OL Program reestablished in partnership with the National OL Office in August 2022.
- Authorized volunteer speakers and trained instructors available to provide free rail safety education presentations and information across Maryland.
- Interested in volunteering? Visit oli.org to sign up!

*In Maryland each year, on average, **23 people** are killed or injured in grade crossing and trespassing incidents.*



IF YOUR
CAR WAS
STACK
ON TRAIN
TRACKS...

WOULD YOU KNOW
WHAT TO DO?

1. GET OUT
OF YOUR CAR!
2. CALL THE #
ON THE
BLUE SIGN.



VISIT oli.org FOR
MORE SAFETY TIPS

REPORT EMERGENCY
OR PROBLEM
TO 1-800-555-5555
CROSSING 836 597 H

Sample Materials

YOUR CLIENTS.

YOUR

RESPONSIBILITY.



ALWAYS POSE CLIENTS
AWAY FROM TRACKS!



**OPERATION
LIFESAVER**
Rail Safety Education

HELP STOP
TRACK TRAGEDIES

Know the facts.
Make good decisions.
Share the message.

OLI.ORG | (800) 537-6224



Operation Lifesaver – Maryland State Coordinator

State Coordinator

Ms. Stacey Beckett

Office of Planning and Capital Programming, MDOT

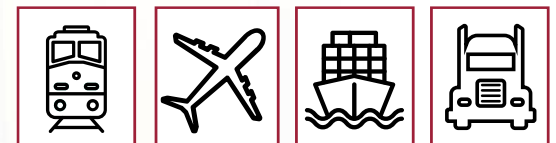
410-865-1286

sbeckett2@mdot.maryland.gov

www.oli.org



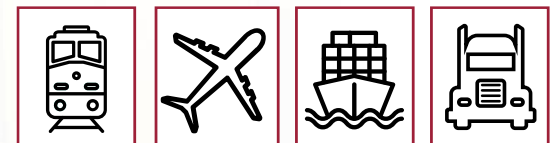
MARYLAND STATE UPDATE



STATE **FREIGHT** ADVISORY COMMITTEE

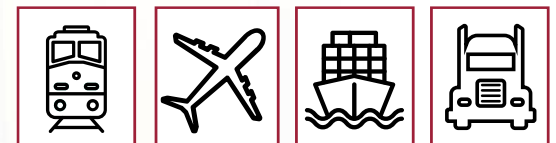
Maryland State Freight and Rail Plans Update

John Thomas (JT)
Maryland Department of Transportation



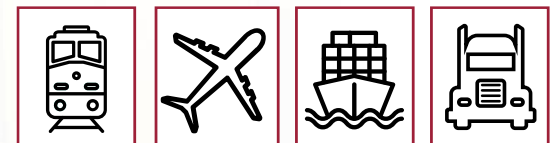
STATE **FREIGHT** ADVISORY COMMITTEE

BREAK: Stretch, Coffee, Well-Being



Freight Partnership Outreach

***John Thomas (JT), Maryland Department of Transportation and
Billy Hwang, Texas A&M Transportation Institute (TTI)***



STATE **FREIGHT** ADVISORY COMMITTEE

Maryland State Freight Plan



Implementation & Next Steps

Fall, 2022



Freight Plan Overview

PURPOSE

To examine existing and projected conditions, build consensus, and identify policy positions, strategies, and freight projects to improve freight movement efficiency and safety

VISION

Freight travels freely and safely through a modern, resilient, and interconnected multimodal network contributing to sustainable economic viability and growth for Maryland businesses and communities.

GOALS

aligned w/ the 2040 Maryland Transportation Plan (MTP)



SAFETY, SECURITY, AND RESILIENCE



ECONOMIC OPPORTUNITY AND EFFICIENCY



SYSTEM PRESERVATION AND MODERNIZATION



QUALITY OF SERVICE, EFFICIENCY, AND CUSTOMER EXPERIENCE



ENVIRONMENTAL PROTECTION AND SENSITIVITY



FISCAL RESPONSIBILITY



TRANSPORTATION CHOICES AND CONNECTIONS

The **Infrastructure Investment and Jobs Act (IIJA)** identifies **17 federally required elements** for a state freight plan, including 7 new elements (compared to FAST Act) related to: truck parking, supply chains, ports, multi-state compacts, e-commerce, military freight, and resilience and environmental impacts.

Highlights of Freight Plan Needs

Freight needs and focus areas were informed by:

- Stakeholder Outreach
- Background Research
- Existing Plans/Programs
- Performance Data
- Federal Requirements

Regional Needs Maps

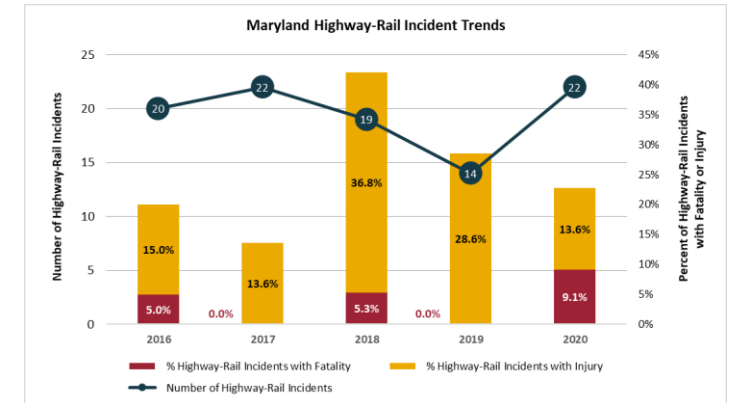
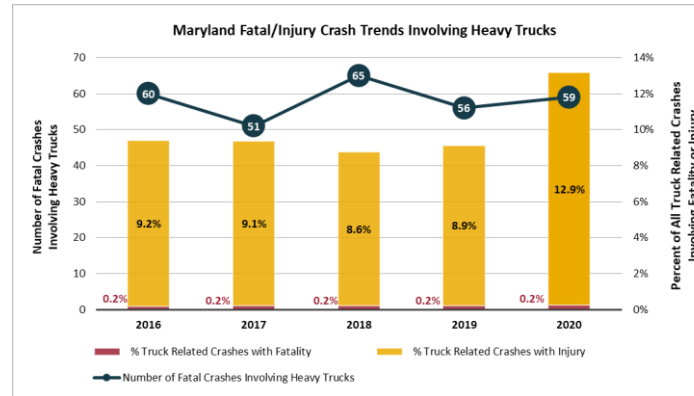
Details will be included with Section 5 of the Freight Plan based on truck parking needs, congested routes/areas, truck bottlenecks, and related content shared during Milestone #2.



Freight Focus Areas

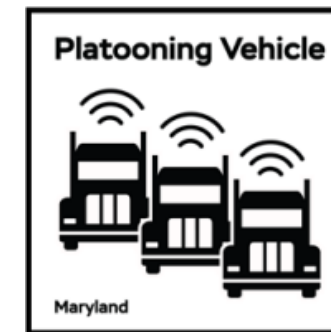
1. Safety/Security

- Truck crashes
- Highway-rail crossings
- Hazardous materials
- Cybersecurity



2. Technology & Operations

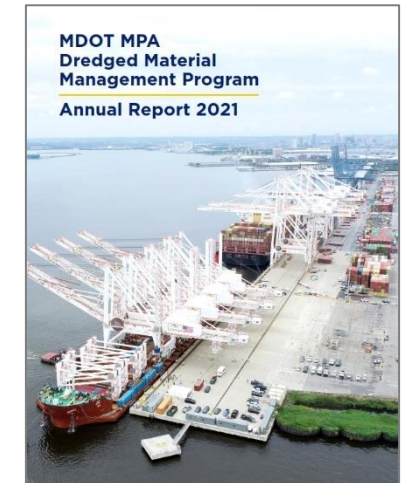
- TSMO, CHART, ITS
- Permitting & monitoring
- CAV, ADAS, truck platooning
- PDD, UAV, modeling/analytics



3. Asset Management

- Bridge conditions
- Pavement conditions
- Dredging
- Incident management

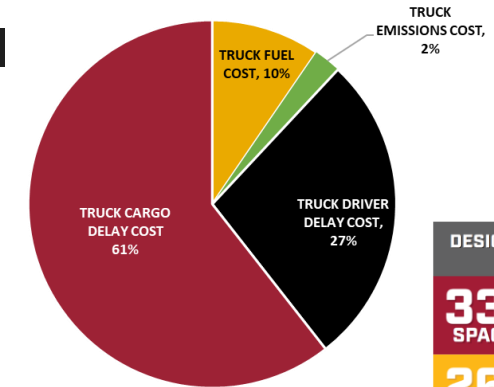
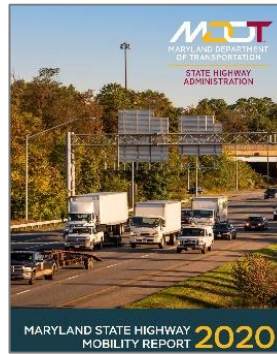
CALENDAR YEAR	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Number of MDTA Bridges in Poor Condition	4	1	1	1	1	1	1	1	1	0
Number of MDOT Sha Bridges in Poor Condition	97	87	81	69	69	67	62	52	36	29
Total Number of Bridges in Poor Condition	101	88	82	70	70	68	63	53	37	29
Percent of Bridges in Poor Conditions	3.5%	3.0%	2.8%	2.4%	2.4%	2.4%	2.2%	1.8%	1.3%	1.0%



Freight Focus Areas

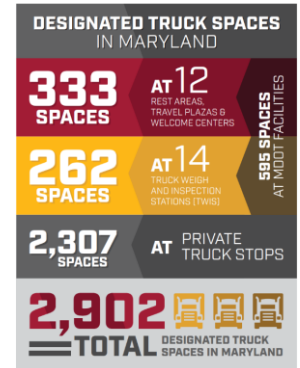
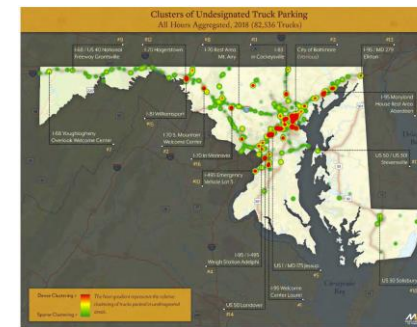
4. Congestion

- Truck volumes
- Truck bottlenecks
- Truck reliability
- Multimodal reliability



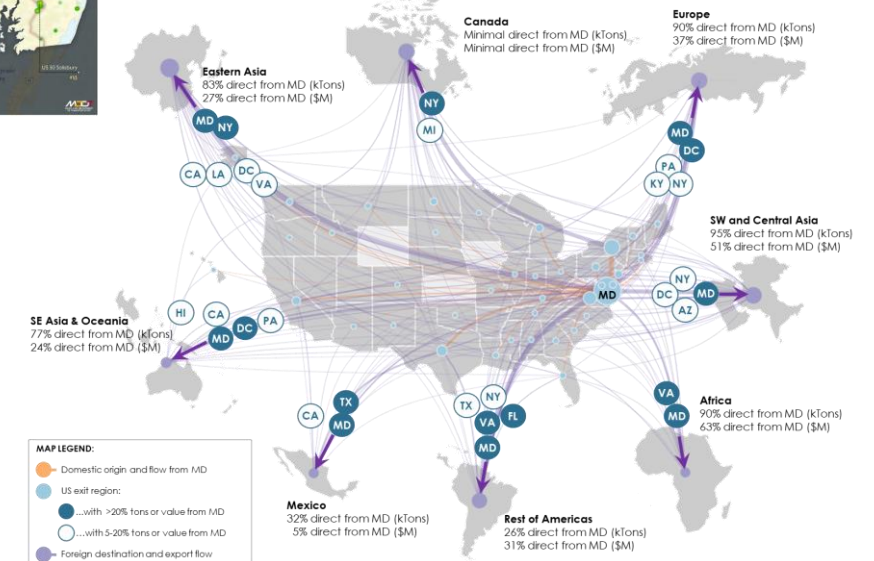
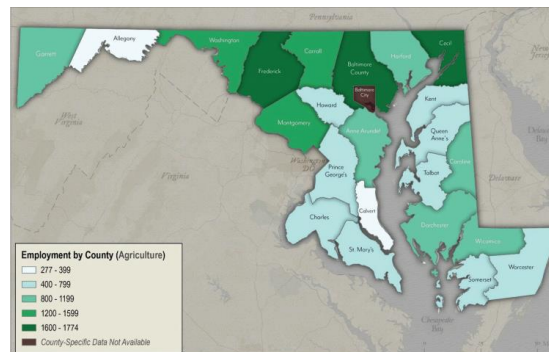
5. Truck Parking

- Designated truck parking
- Undesignated truck parking
- Challenges and opportunities



6. Supply Chains

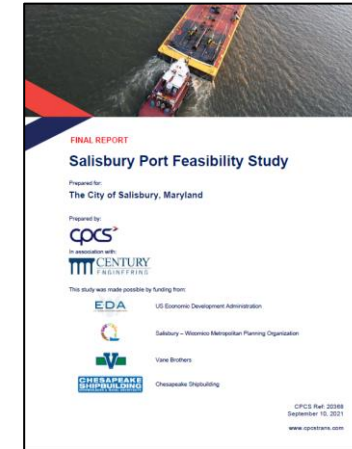
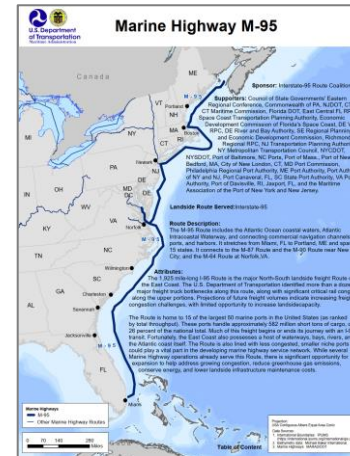
- Cargo flows and key industries
- Multimodal opportunities
- Freight land use
- Freight workforce



Freight Focus Areas

7. Ports

- Port infrastructure
- Port access & mobility
- M-95 marine highway
- Inland waterways

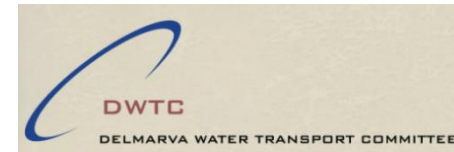


8. Multistate Coordination

- Multistate coalitions
- Multistate MPO coordination
- Adjoining state perspectives

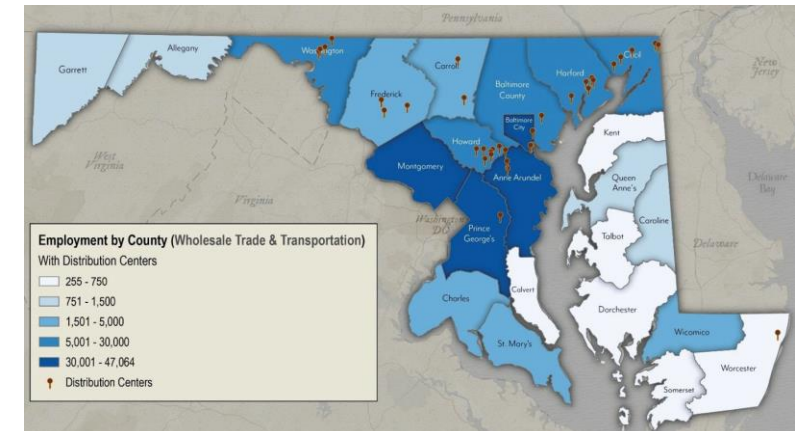


I-81 CORRIDOR COALITION



9. E-Commerce

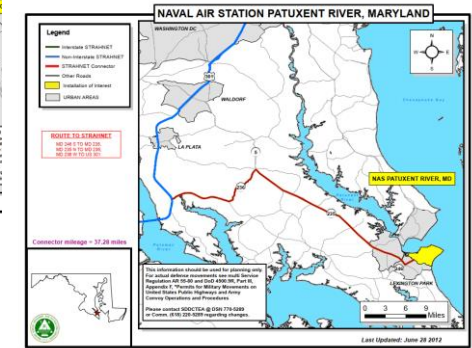
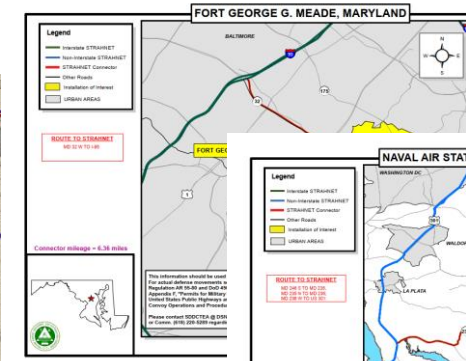
- Trade, transportation, & warehousing
- Local planning & zoning
- Local consolidation centers
- Local curb management



Freight Focus Areas

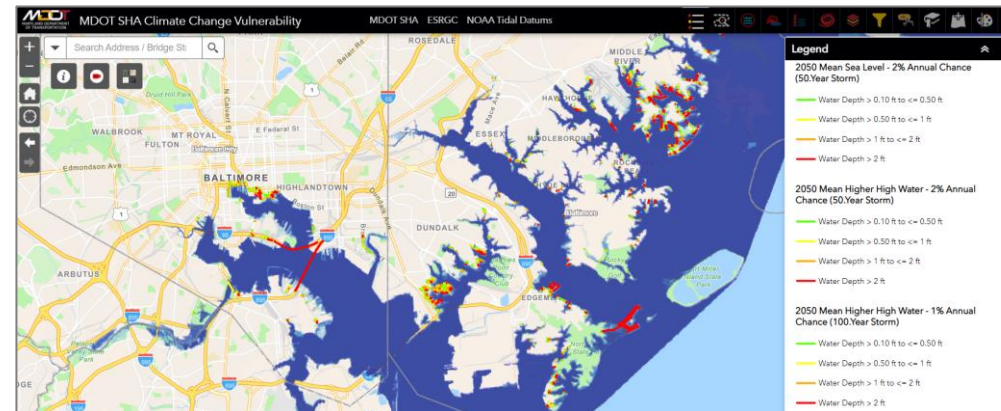
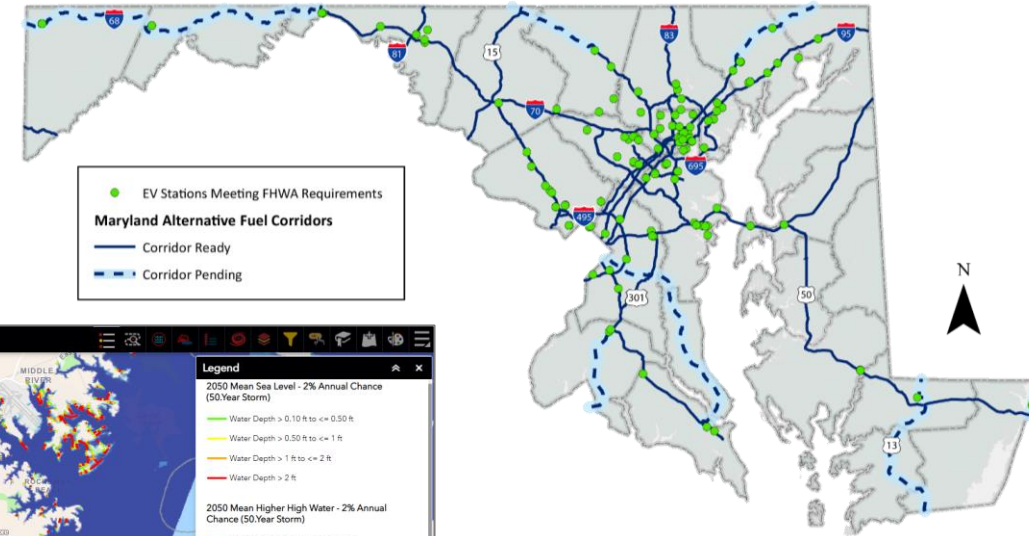
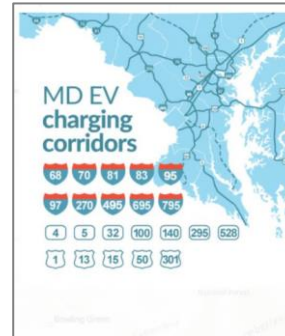
10. Military Freight

- Maryland military installations
- Strategic defense networks
- Freight project/program influences



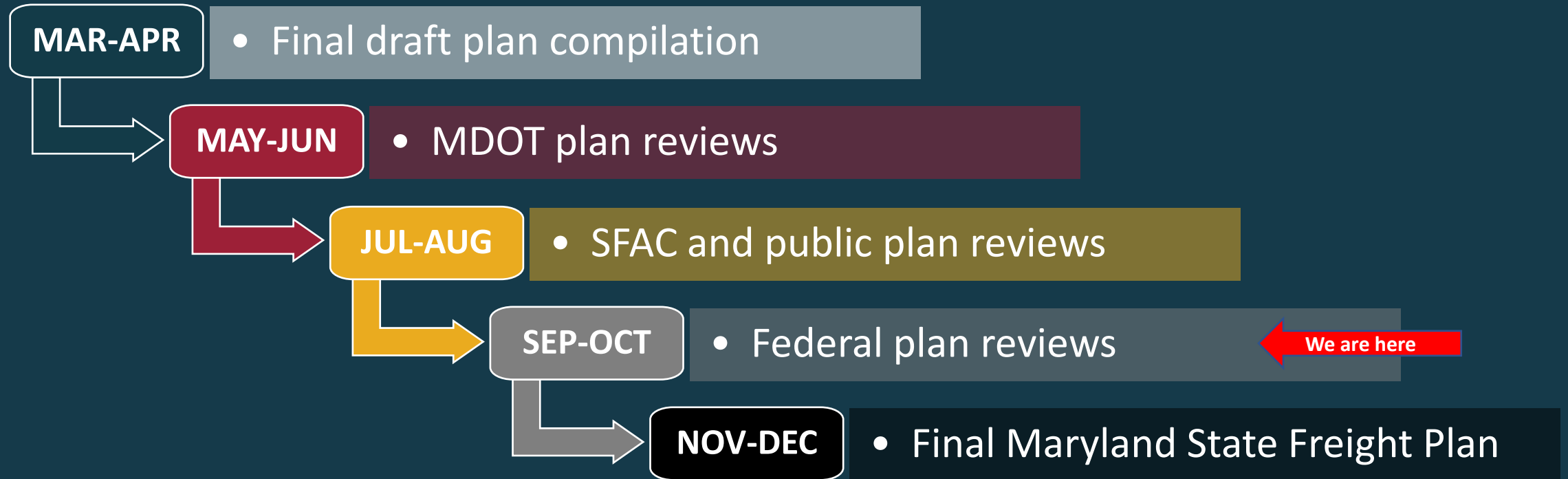
11. Resilience & Environmental

- Climate change vulnerabilities
- Emergency freight access
- Alternative & efficient energy
- Community considerations





Plan Completion Schedule





So now what?



Shared Opportunities – Shared Goals

- **Shared Goal:** Preserve and develop opportunities for freight movement
 - Logistics
 - Supply chains
 - Industrial land uses
 - Land design
 - Loading & unloading
 - Local distribution
 - Truck parking / Freight hubs
- **Partnership Opportunities:**
 - Freight Plan Development
 - Freight Policy Development
 - Freight Project Development



What's In It for Us?

- **MDOT's Role**

- Technical Support
- Programming & Planning
- Funding

- **Local Role**

- Property / ROW
- Land Use, Planning, & Zoning
- Economic Development
- Equity Lens





CASE STUDY: Truck Parking



CASE STUDY: Let's Talk About Truck Parking!



When trucks can't find authorized places to park, they will:

- Park on ramps, shoulders, neighborhoods, and other unauthorized locations.
- Pose a safety risk by driving fatigued, blocking sight lines, and parking in residential areas.
- Impact businesses' bottom line, jobs, and the economy.

- Why is Truck Parking an Issue We Should Care About?
 - Truckers need rest.
 - Rest is federally-mandated.
 - There's not enough truck parking throughout the U.S.
 - Truck parking capacity supply < demand.
 - Property that can be used for truck parking is dwindling.
 - Maryland/I-95 is a hot spot.
 - Trucks brought it!
 - Local, State, and National economic development and competitiveness depend on reliable freight movement.

The Local Challenge

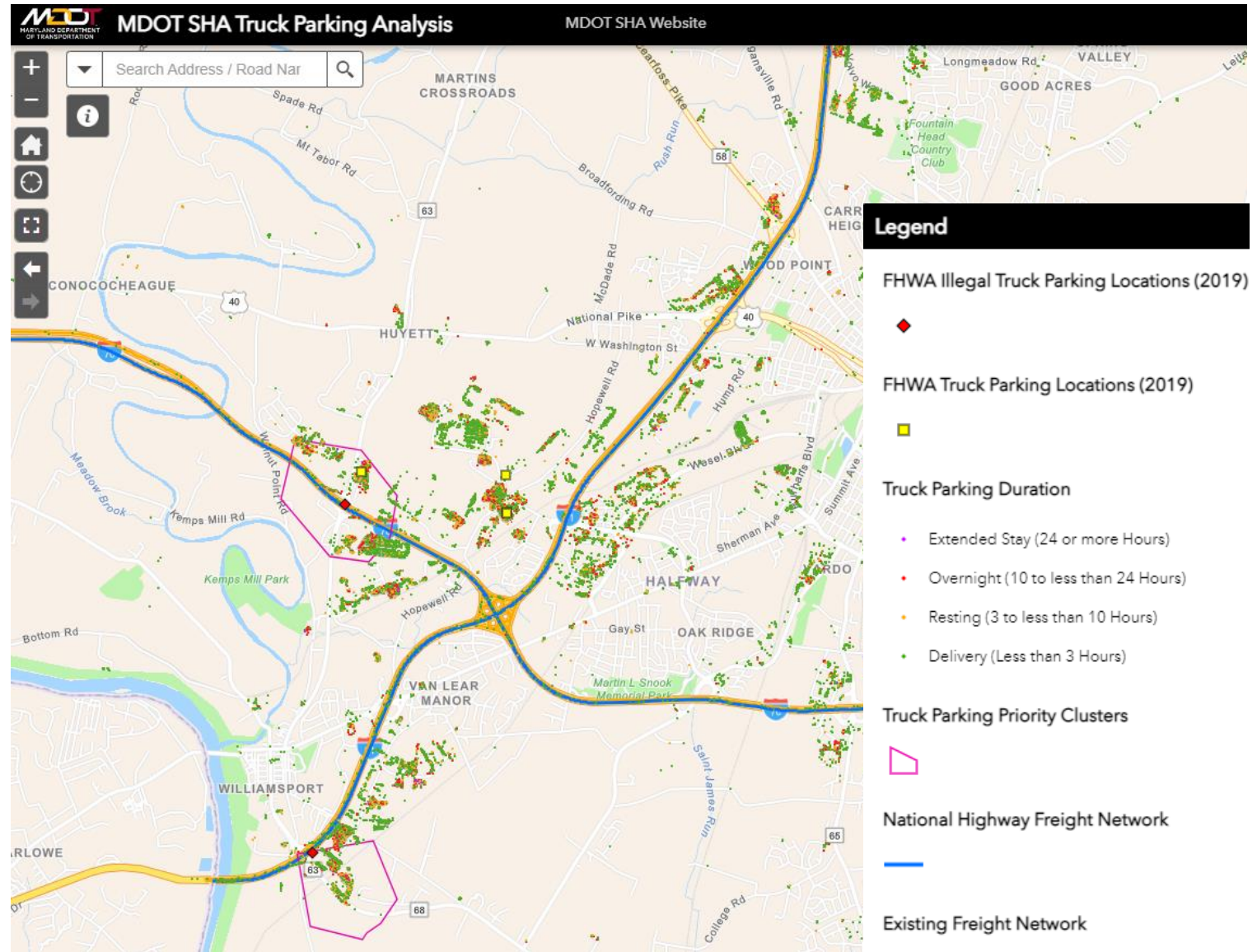


- People do not want truck parking near them. They do not understand the need.
- Lack of truck parking sometimes means trucks are parked in places people do not like (i.e., residential areas).
- Economic and institutional growth means more trucks.
 - More trucks means more issues with parking.
 - Trucks need delivery accommodations.
- Changes in land use types and trends (e.g., densification, multi-use) create spaces that need to be served by many trucks.
- Increases in delivery, e-commerce create increased need for delivery parking/stopping.

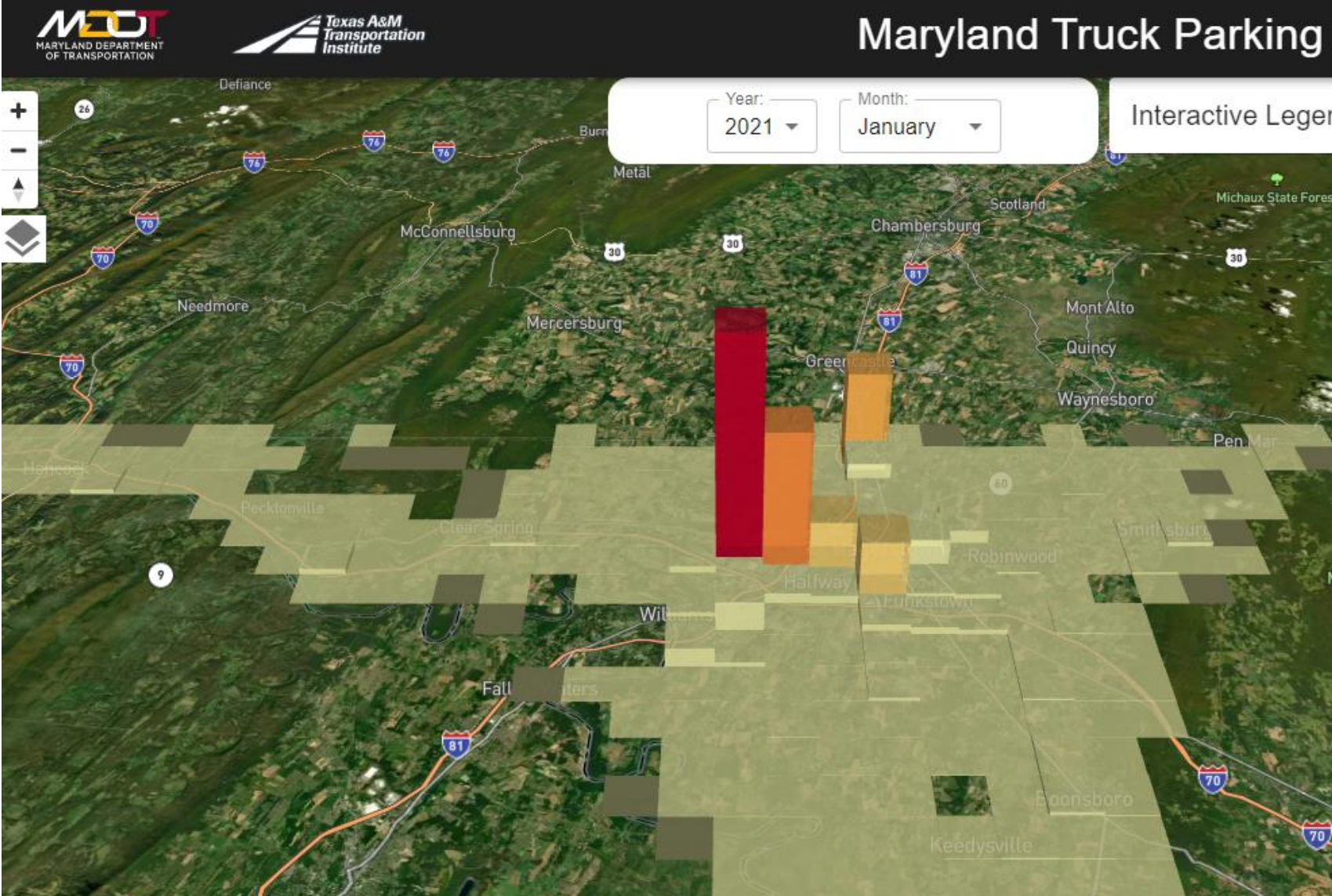


MDOT Truck Parking Analysis Tool

- Provides high level information to help answer:
 - Where do we have clusters of truck parking (demand)?
 - What can we know about facility usage?
- Allows for analysis across geographies and time periods

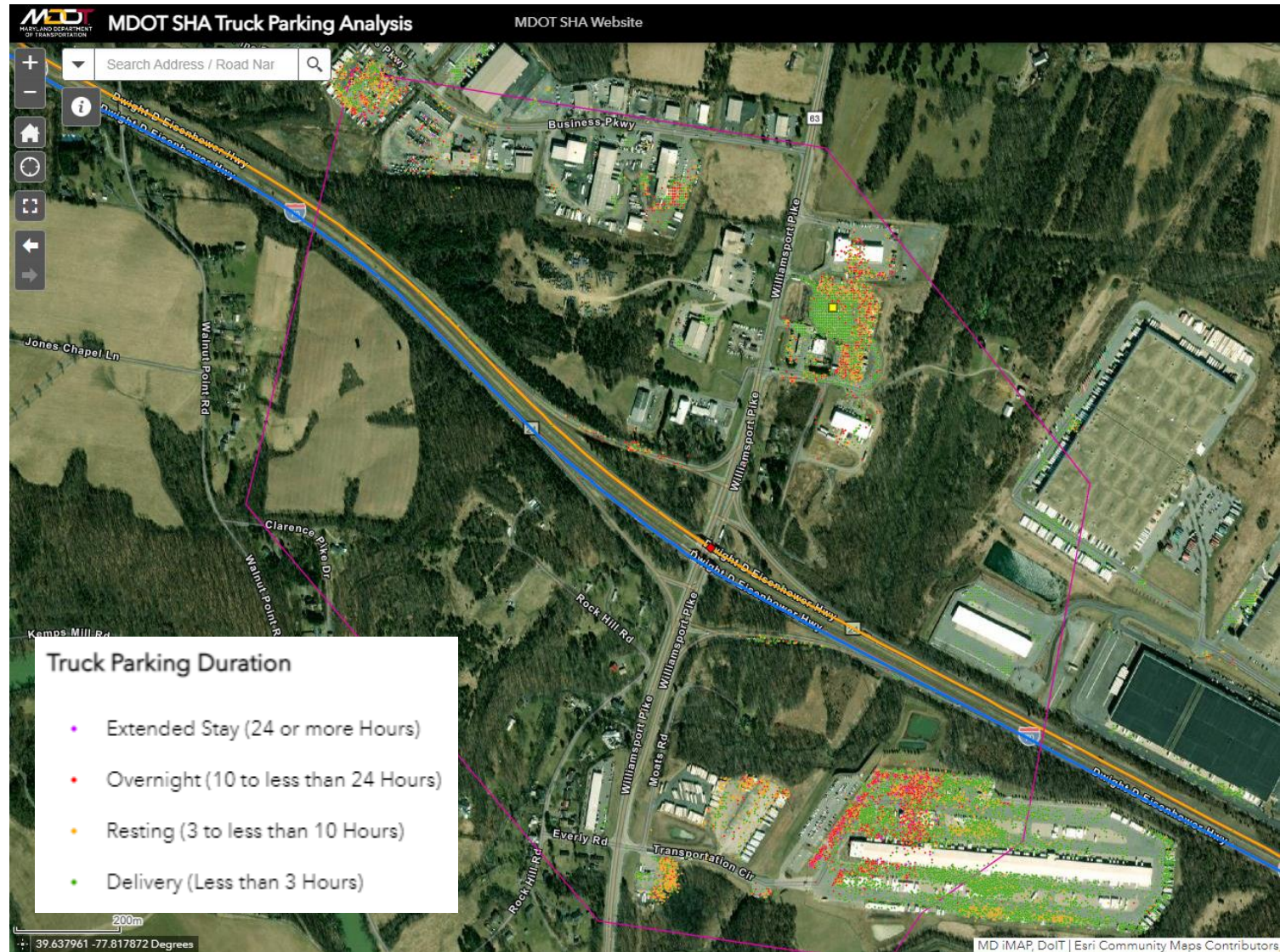


MDOT Truck Parking Visualization Tool

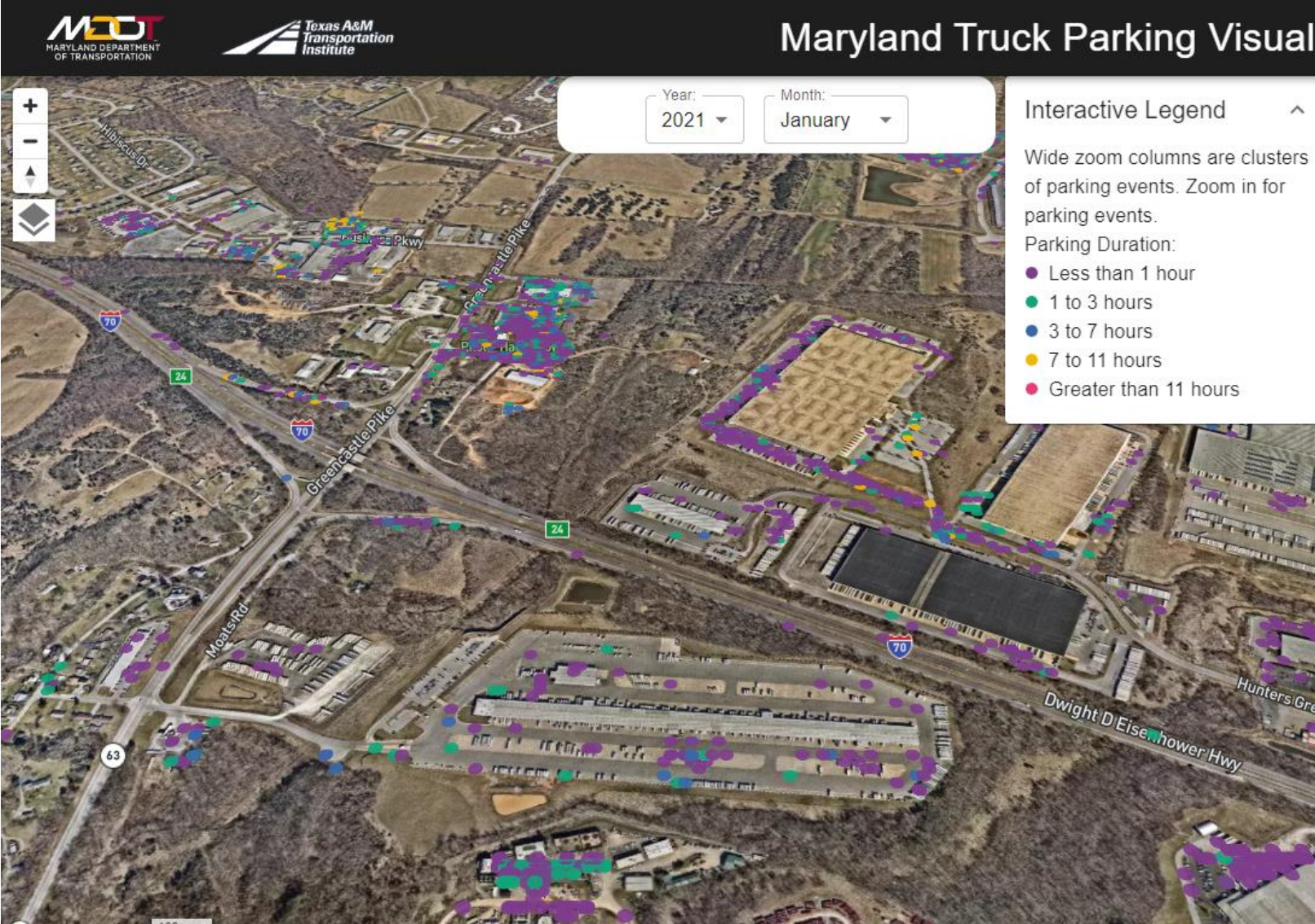


MDOT Truck Parking Analysis Tool

- Shows parking demand statewide and usage at State-owned lots
- Provides an understanding of where truck parking expansion or opportunities are needed



MDOT Truck Parking Visualization Tool

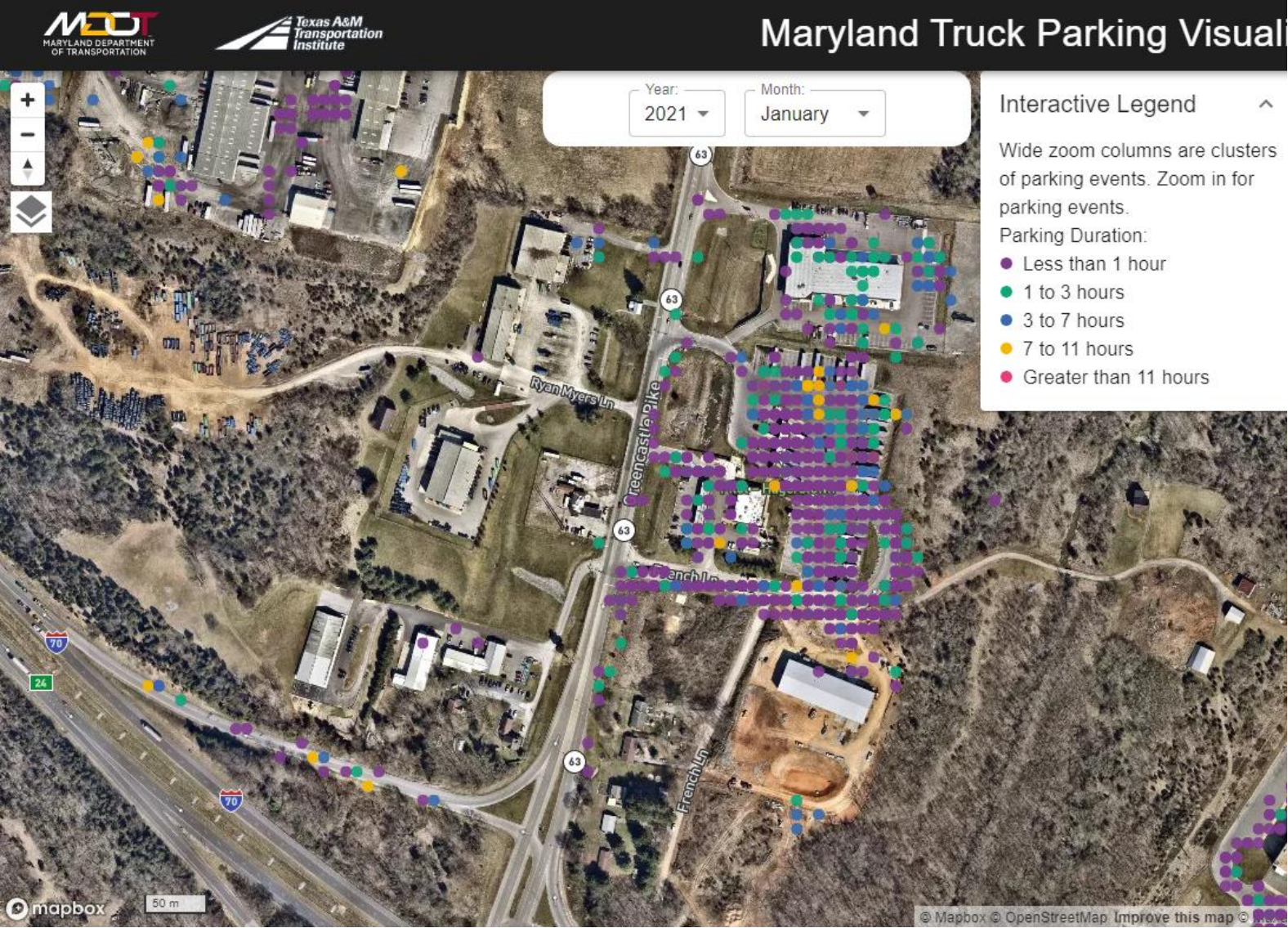


MDOT Truck Parking Analysis Tool

- Capable of zooming closely



MDOT Truck Parking Visualization Tool



Truck Parking Partnership Project Examples

Options for Truck Parking Development:

- Expansion of existing state-owned facilities (Welcome Areas, Rest Areas, Weigh Stations)
- Development of undeveloped State-owned property
- Expansion or development of locally-owned property
- Expansion or development of privately-owned property

Partnership Model	Location and Cost	Public Sector Role	Private Sector Role
Leverage Existing Truck Stop on Public Land: Fund improvements to public land adjacent to truck parking facilities	Wamsutter, Wyoming Construction Cost: \$916,000 (90% Federal)	WYDOT constructed 43 dedicated long-term truck parking spaces in a secure, lighted area off I-80 adjacent to an existing, privately-owned and operated truck stop.	None. Existing truck stop operator (Love's) provides parking, food, and shelter services.
Leverage Existing Truck Stop on Private Land: Lease private land to expand truck parking adjacent to a private truck stop	Weed, California Cost information not publicly available	The City of Weed developed 30 designated free truck parking spaces by leasing two privately-owned lots, placing asphalt on them, and posting signs designating the lots for commercial trucks only.	None. Existing truck stop operator (Pilot) provides parking, food, and other services.

Truck Parking Expansion Models in WY and CA



Wamsutter, Wyoming



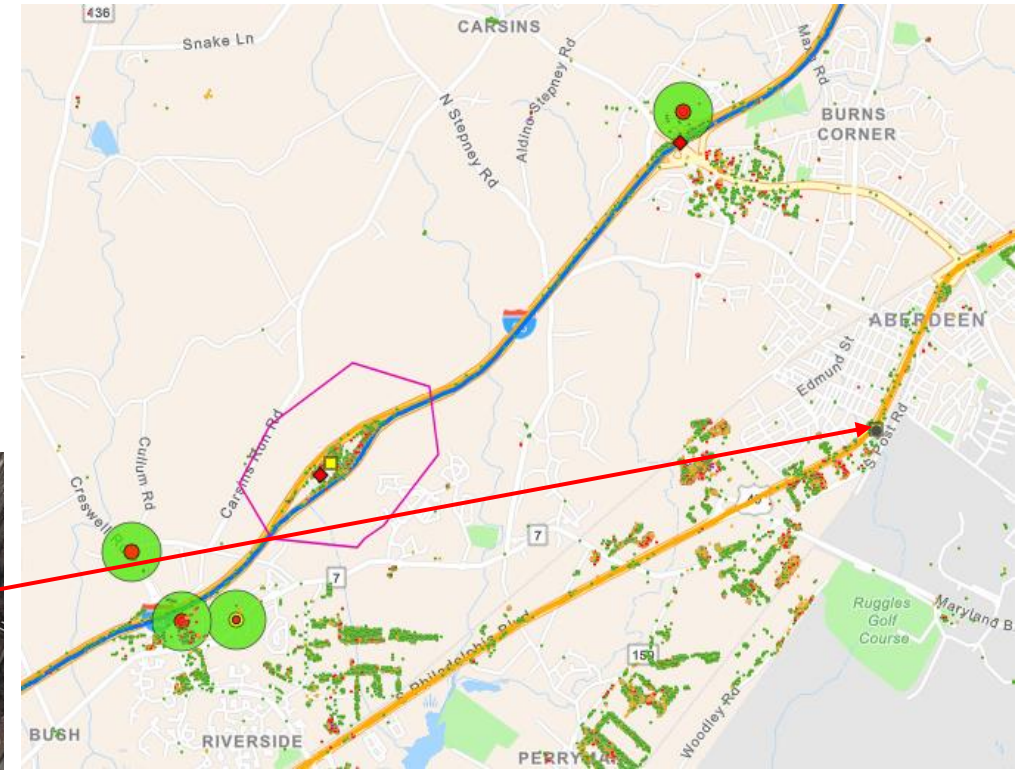
Weed, California



MDOT Truck Parking Analysis Tool

Aberdeen Sunoco

607 S. Philadelphia Blvd
Aberdeen, MD 21001



MDOT SHA Property Viewer



Legend

MDOT SHA Parcel Inventory



MDOT SHA Parcels Facilities

- Salt Storage
- Maintenance Shop
- Park and Ride
- SHA Office
- Maintenance
- MVA Office
- Weigh Station
- Welcome Center
- Rest Area
- Storage
- Other

MDP Property Boundaries



MDOT SHA Right-Of-Way

- Right of Way
- Surveyed
 - Computed
 - Marginal
 - Estimated
 - Intermediary

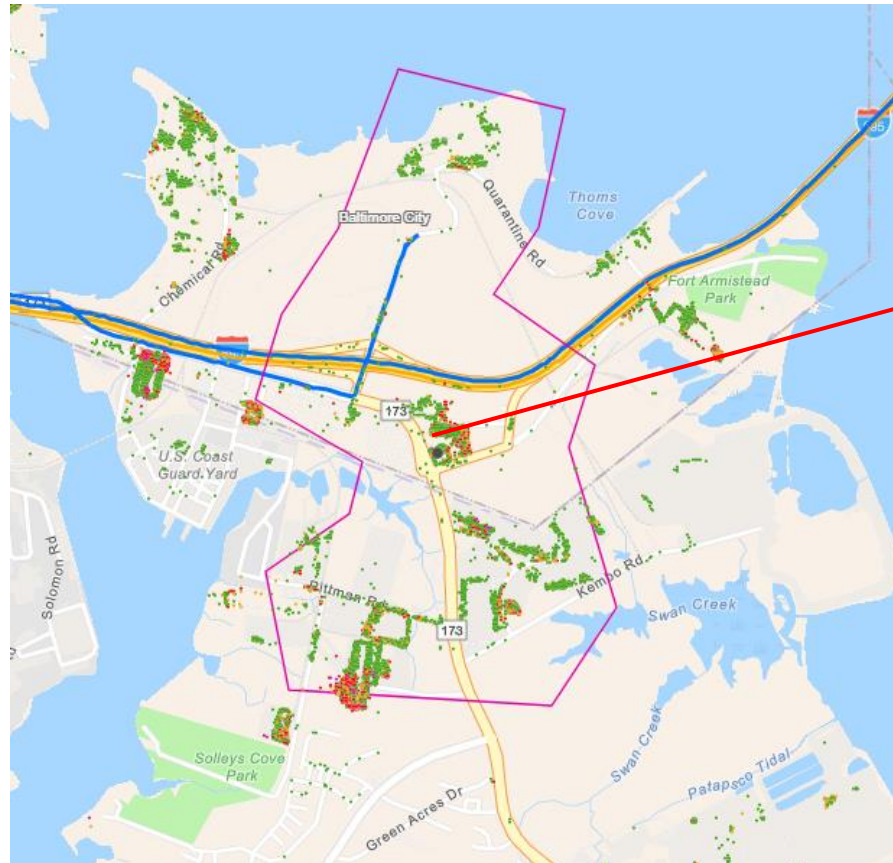
MDOT SHA Recorded Plats

- Plat Boundaries
- Orange dashed line icon representing plat boundaries.

MDOT Truck Parking Tool

Royal Farms #23

6411 Fort Smallwood Rd.,
Baltimore, MD 21226



MDOT SHA Property Viewer



Legend

MDOT SHA Parcel Inventory



MDOT SHA Parcels Facilities

- Salt Storage
- Maintenance Shop
- Park and Ride
- SHA Office
- Maintenance
- MVA Office
- Weigh Station
- Welcome Center
- Rest Area
- Storage
- Other

MDP Property Boundaries



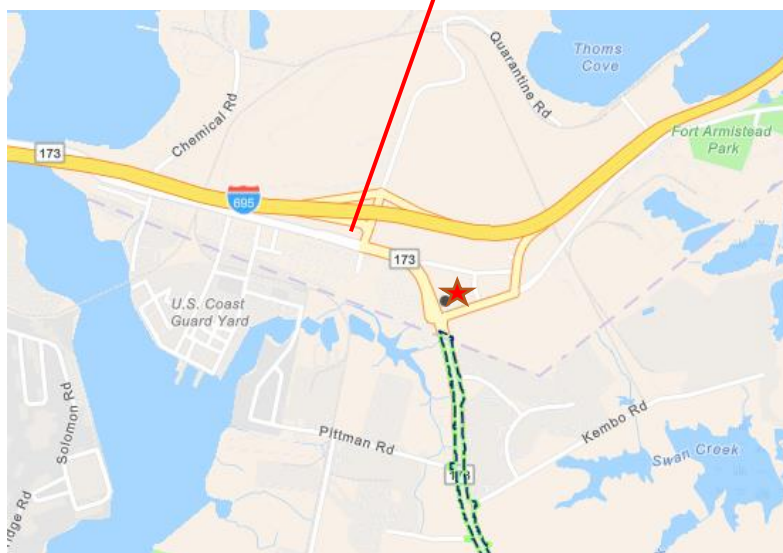
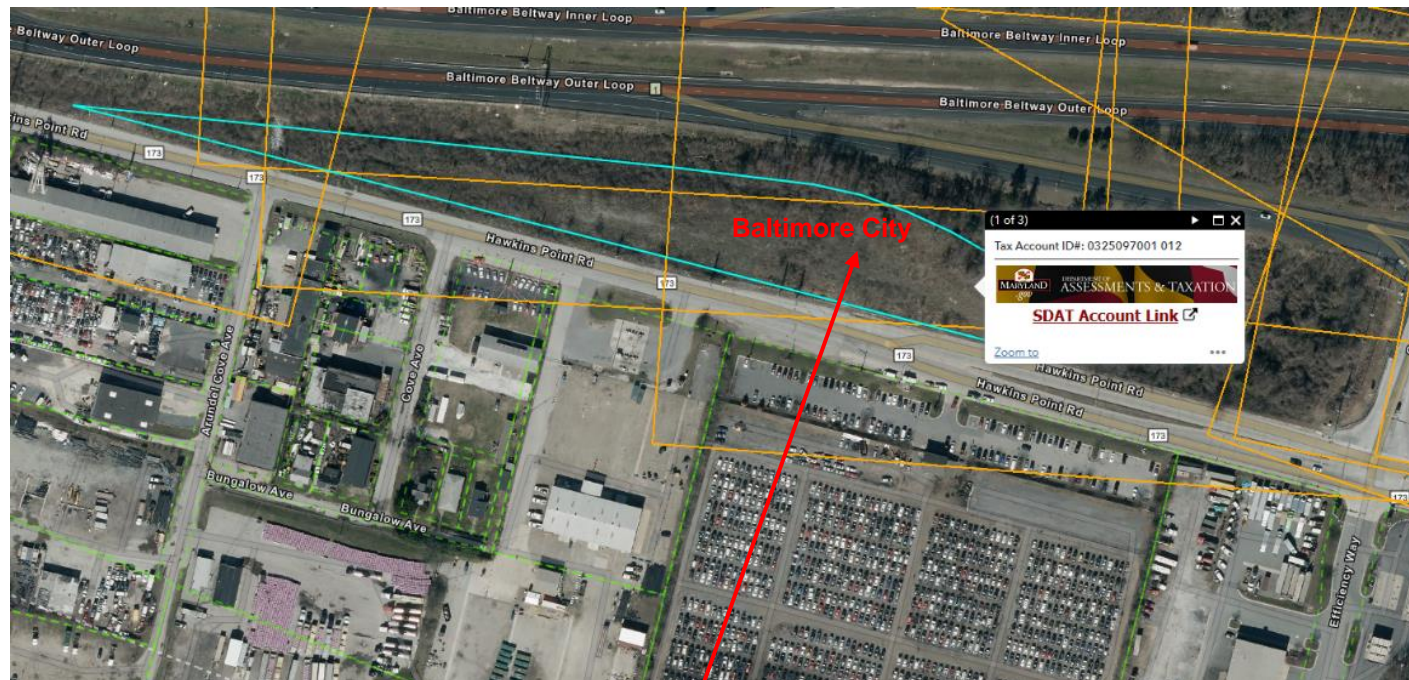
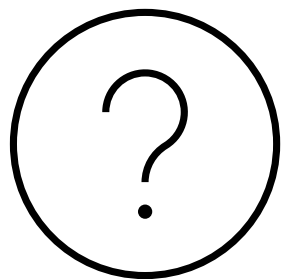
MDOT SHA Right-Of-Way

- Right of Way
- Surveyed
- Computed
- Marginal
- Estimated
- Intermediary

MDOT SHA Recorded Plats

- Plat Boundaries
- Orange square symbol

MDOT SHA Property Viewer



Shared Opportunities - What's In It for Us?

- **Partnership Opportunity:** Truck Parking Project Development

- Convert public property into truck parking
- Lease private property for truck parking
- Urban, on-street solutions
- Complete Streets
- Staging and parking improvements near business parks

- **MDOT's Role**

- Technical Support
- Programming, Planning
- Funding

- **Local Role**

- Property
- Planning & Zoning
- Economic Development



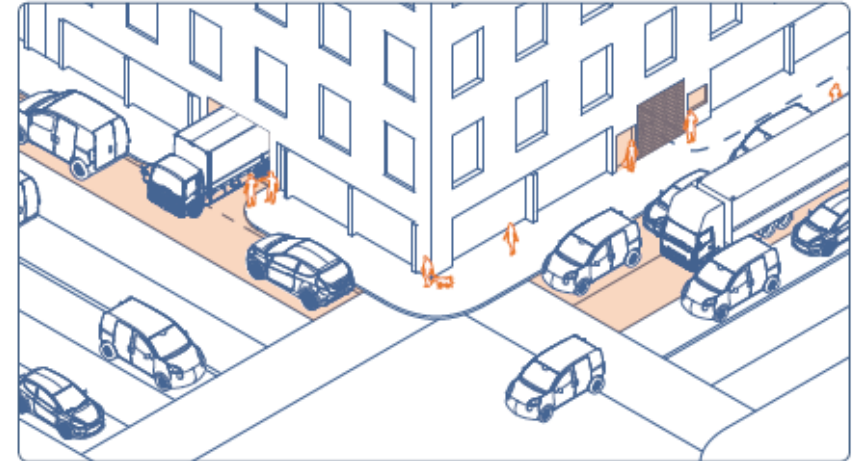


CASE STUDY: Considering Freight During Development Reviews



Considering Freight During Development Reviews

- **Shared Goal:** Preserve and develop opportunities for freight movement
- **Partnership Opportunity:** Establish freight-supportive land use, planning, design, and zoning laws and policies, as well as development reviews that are supportive of goods movement





For more information, please contact us at the following:

Project Websites:

State Freight Plan: <https://mdot.maryland.gov/freightplan>

State Rail Plan: <https://www.mdot.maryland.gov/railplan>

Project Email:

MDStateFreightPlan@mdot.maryland.gov

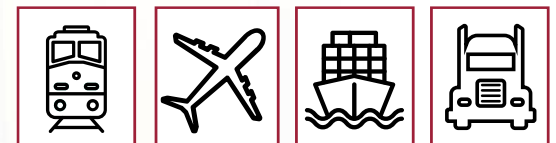


Thank You!



Air Cargo Update

Kevin Clarke
Maryland Department of Transportation





Air Cargo From an Airport Planning Perspective

Presentation to the MDOT State Freight Advisory Committee

Kevin Clarke
October 5, 2022

Topics

- About MAA & BWI Marshall
- Air cargo demand factors & trends
- Airport facility planning
- Community factors
- Q&A

About MDOT MAA & BWI Marshall

MDOT Maryland Aviation Administration

Mission

The Maryland Department of Transportation (MDOT) is a customer-driven leader that delivers safe, sustainable, intelligent, and exceptional transportation solutions in order to **connect our customers to life opportunities**.

Mean


The Maryland Aviation Administration (MAA) **fosters the vitality of aviation statewide** and promotes safe and efficient operations, economic viability and environmental stewardship. Responsible for the operation of Baltimore/Washington International Thurgood Marshall and Martin State airports, the MAA provides friendly, convenient facilities and customer services and develops enhanced domestic and international passenger and cargo opportunities through inter-modalism and state-of-the-art technology.

Vision

Simply stated, our vision is to **'be better'**.

Key Objective

The Maryland aviation system will be the **"Easy Come, Easy Go"** gateway to the world.



Important
planning mantra

'be better'

The Beginning – Middle Child of the Region



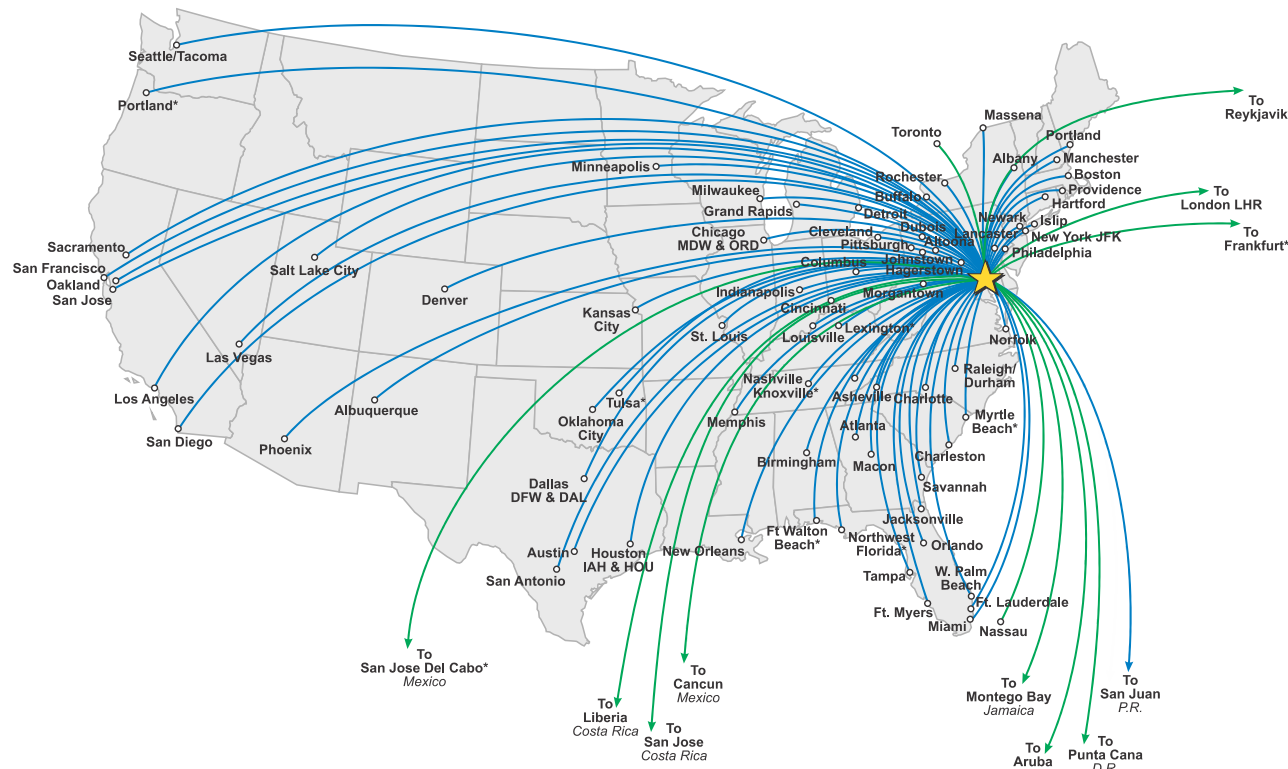
72 years ago, on **June 24, 1950**, President Truman led a dedication ceremony with 10,000 spectators to open what was then known as **Friendship International Airport**.

- Washington National opened – 1941
- Dulles International opened – 1962

1972 the State of MD purchases the airport from the City of Baltimore for \$36M and renames it **Baltimore/Washington International Airport (BWI)**.

Baltimore/Washington International Thurgood Marshall Airport

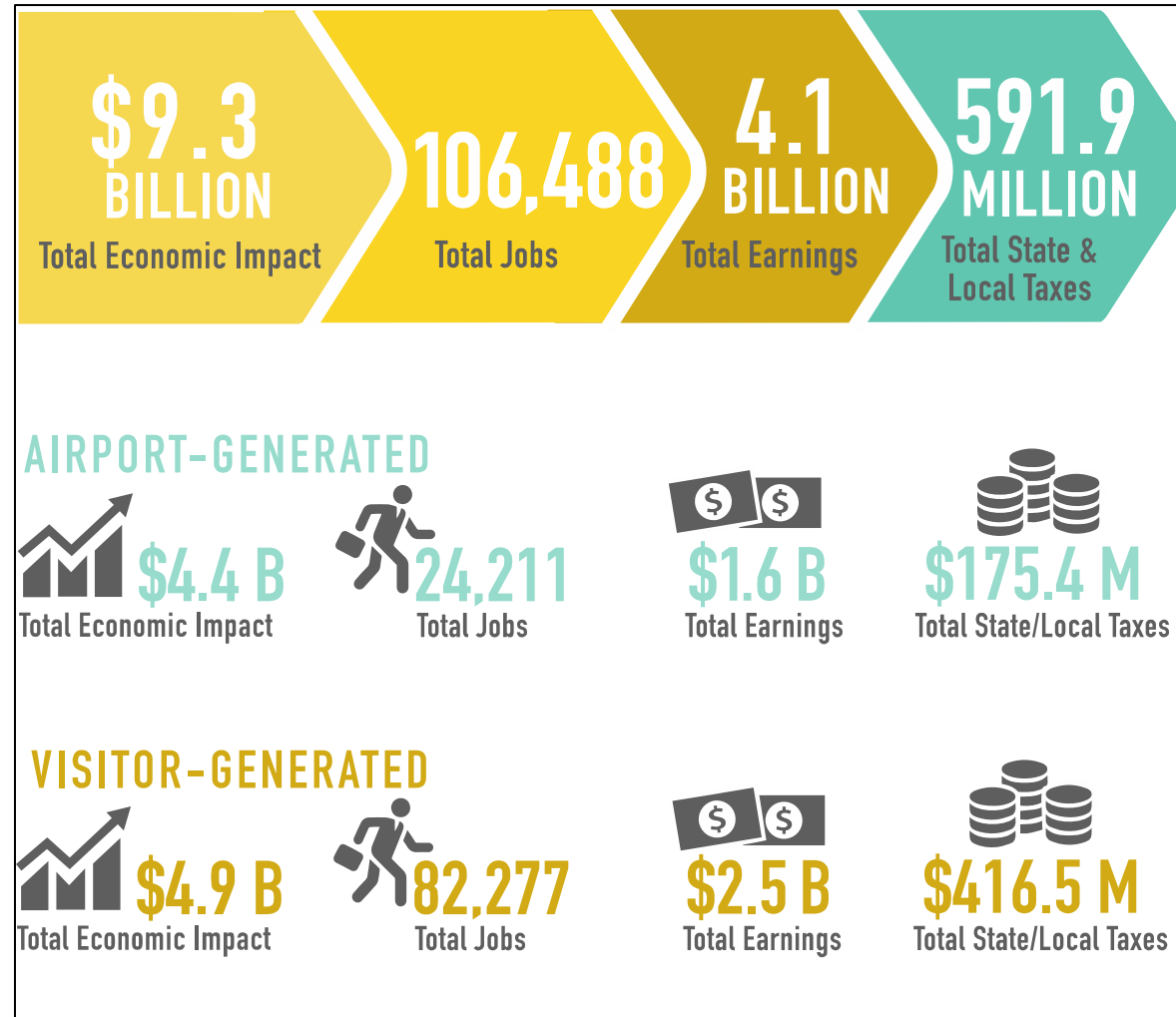
- Busiest airport in the Washington-Baltimore Metro region (enplanements): ±35% market share
- 27 million passengers in 2019
- 22nd busiest U.S. airport
- 262,600 aircraft operations in 2019
- ±330 daily departures to 90+ domestic and international destinations
- 97 aircraft gates



'be better'



BWI Marshall Airport – Economic Impact



Source: MDOT MAA, 2018, based on 2017 data

Air Cargo Factors & Trends

Types of Air Cargo



Air Cargo Demand

Logistics managers must justify additional cost for air freight:

- Transportation cost
- Level of service to customer
- Value of material
- Time sensitivity

Products benefiting from air freight:

- Low weight & high value
- Aerospace & automotive equipment & parts
- Documents & banking materials
- Pharmaceuticals
- Jewelry
- Medical equipment
- Textiles
- Electronics
- Perishables

So, what makes an airport attractive to cargo operators?

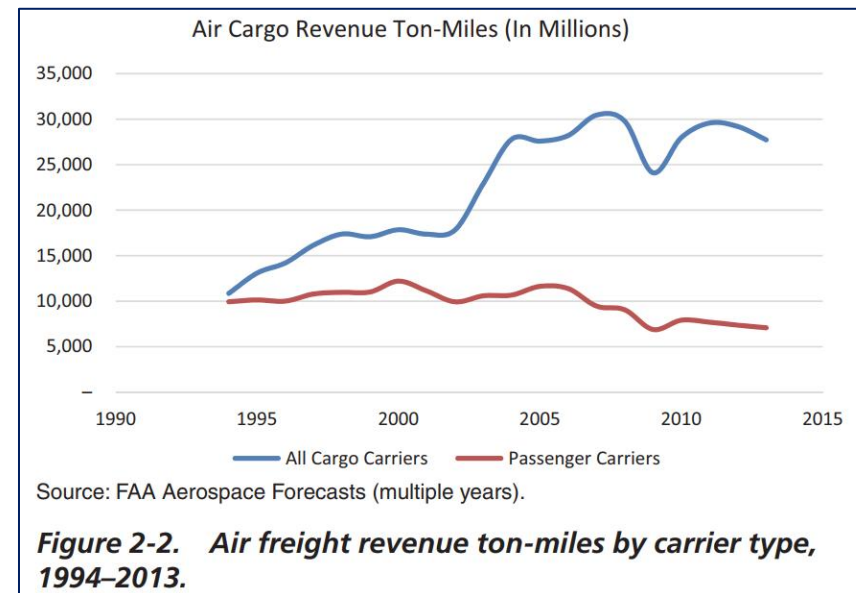
- Location, location, location
- Airfield access & reliability
- Intermodal access
- Airport facilities & capacity
- Local logistics network
- Low operating cost
- Agility & flexibility

Easy Come – Easy Go

Air Cargo Trends

What's changed?

- Globalization
- Emerging markets
- Lean supply chain – just in time production & final assembly at destination
- Lower product shelf life (electronics)
- Electronic media, documents & banking
- Integrators focusing on airport hubs and expanded trucking to secondary markets
- Carrier consolidation

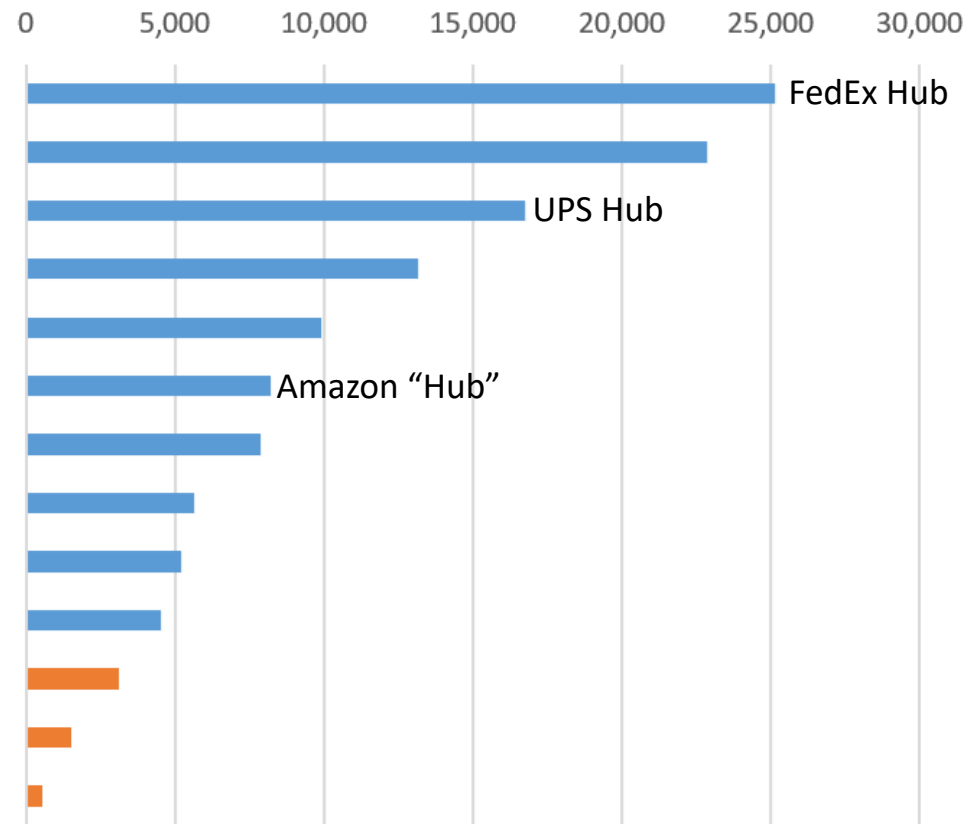


- 1994 passenger and all-cargo carriers handled approximately equal amounts of air freight.
- Since then, freight on all-cargo aircraft has grown 64%, while air freight on passenger carriers has declined.
- Due to increased passenger load factors and reduced domestic widebody aircraft which result in less capacity for freight.
- Freight and mail shifted to the integrated express carriers, and the U.S. Postal Service demand declined.

Source: Guidebook for Air Cargo Facility Planning and Development, ACRP, 2015

Top U.S. Cargo Airports (2020)

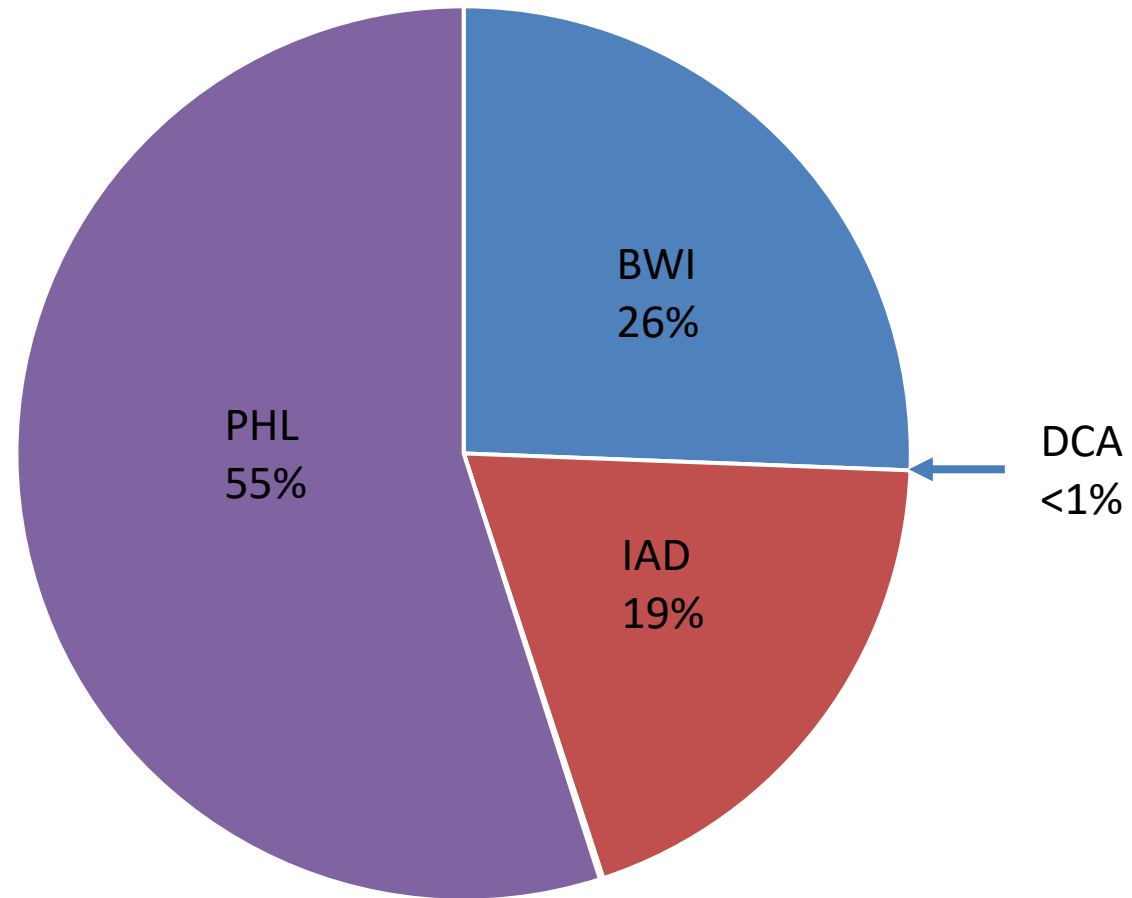
Total Landed Weight - Millions of Pounds



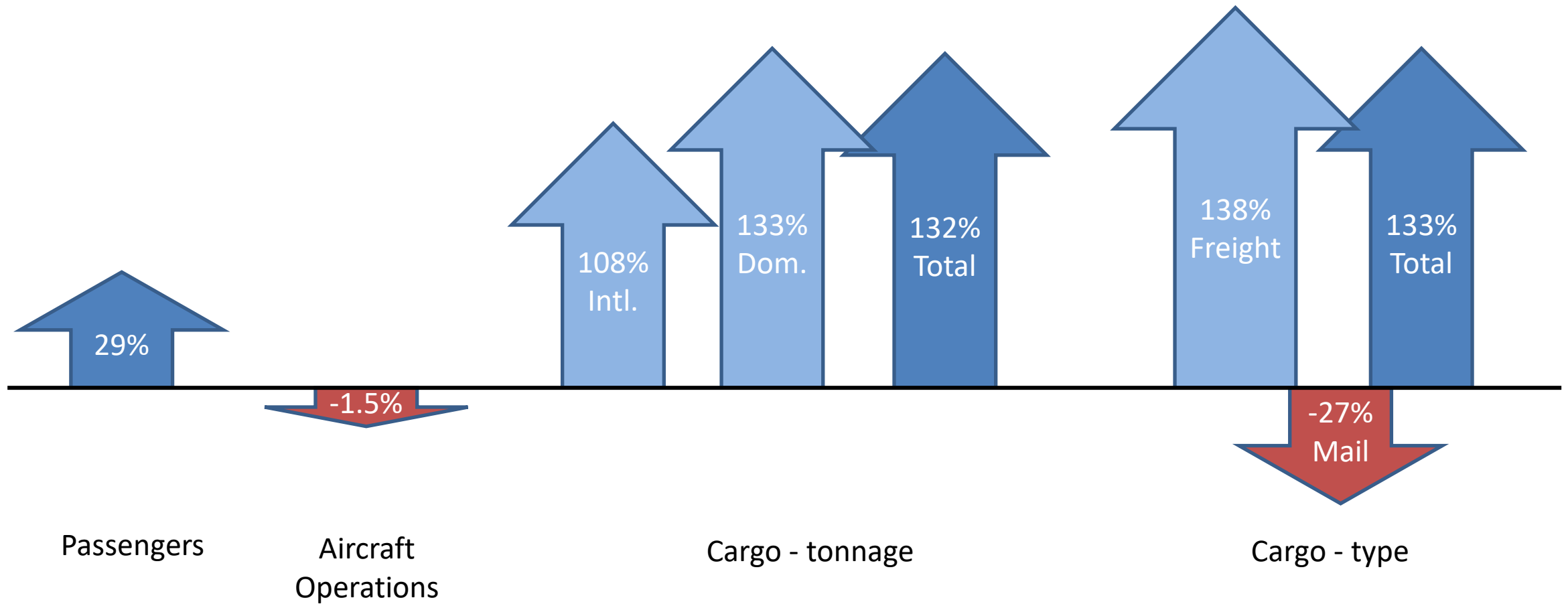
Top 10

Note: total landed weight increased 11% nationally from 2019

Air Cargo Market Share (2020)



BWI Activity Levels (2009-2019)



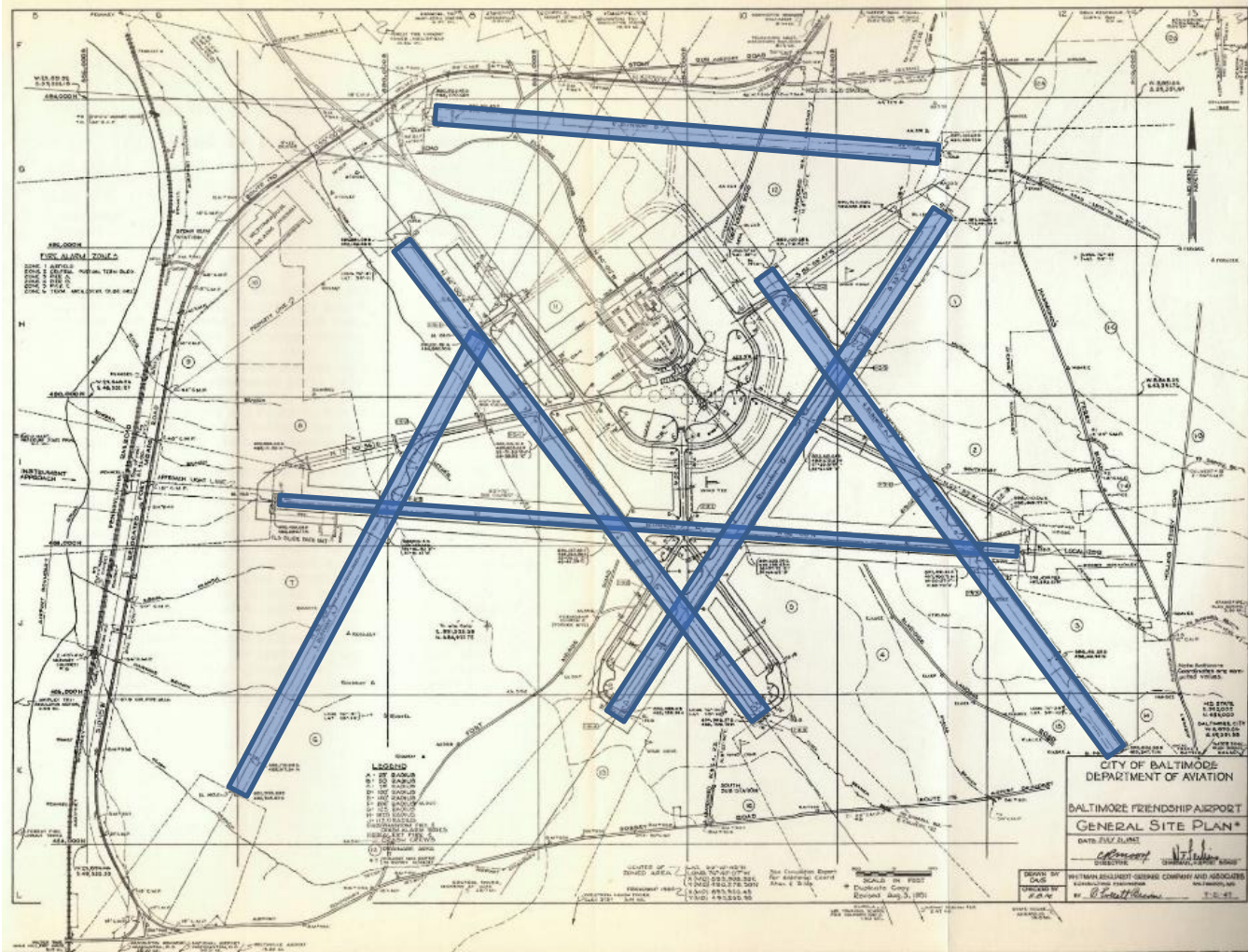
'be better'

Sources: BTS, T-100 Data & FAA TAF



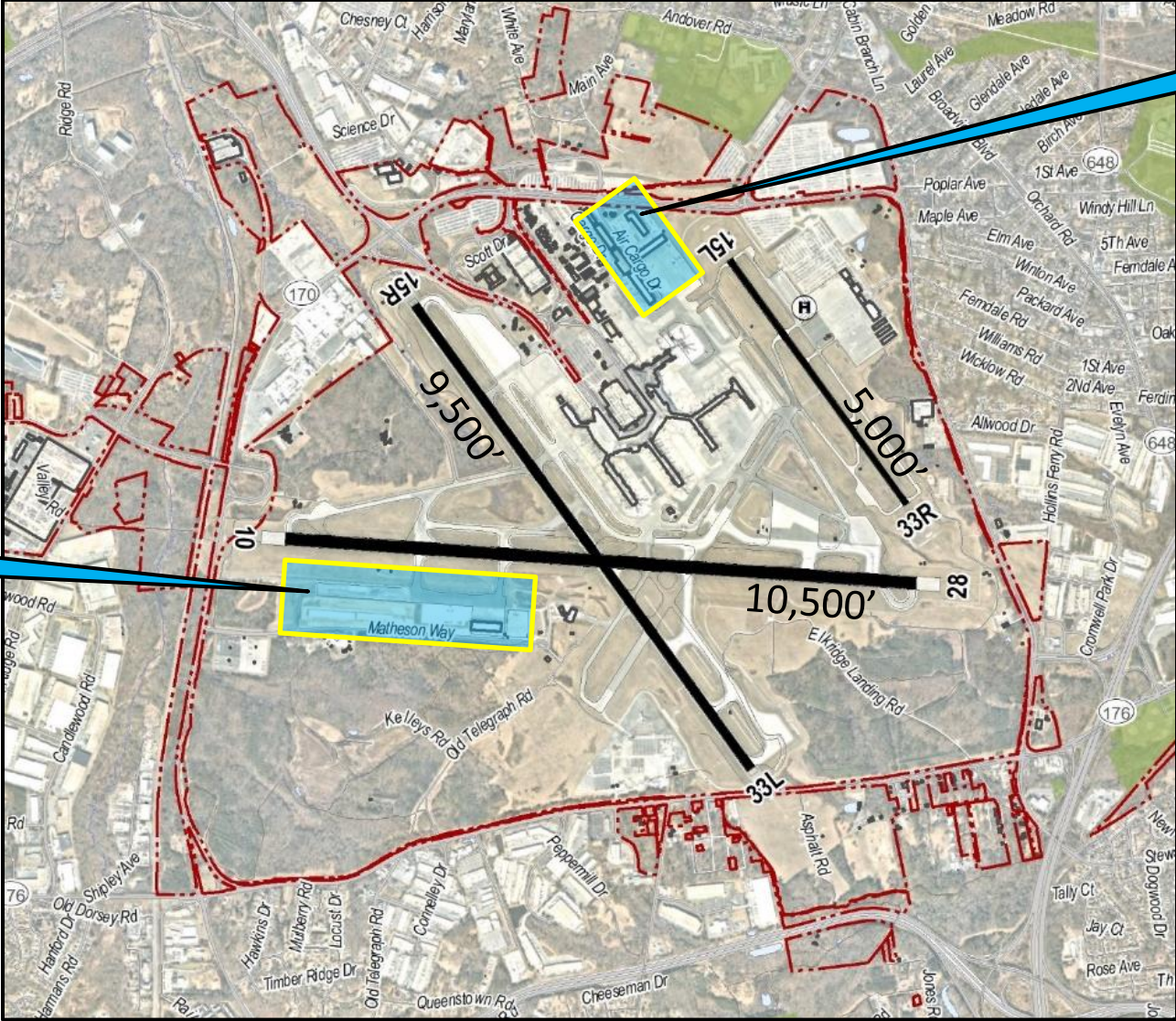
Airport Facility Planning

Original 1947 Airport Layout Plan



Friendship International
1950

BWI Marshall Today



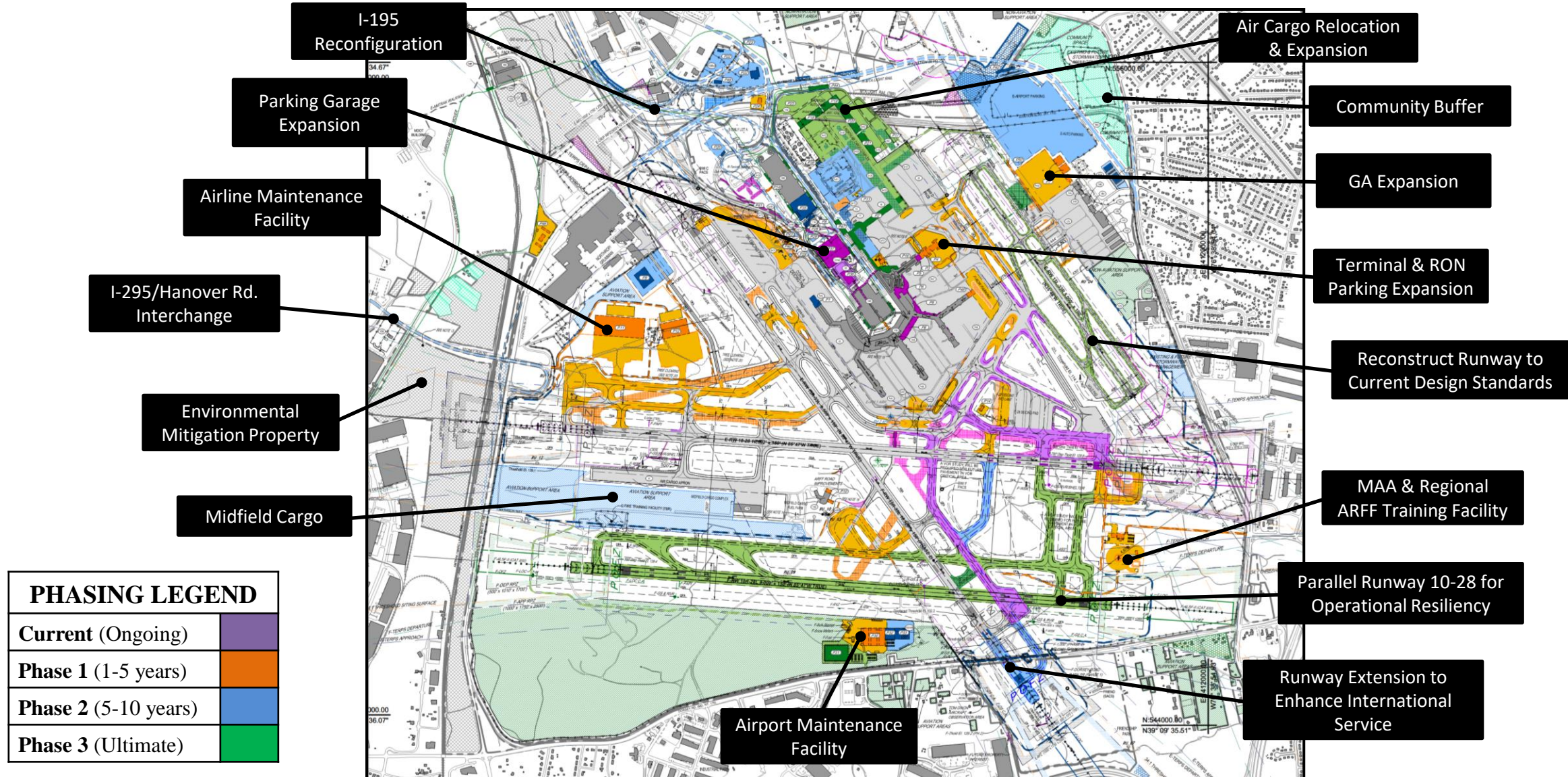
North Cargo Area

- ±3,800 acres
- 2M+ sf Terminal
- 2 Commercial Service Runways
- 1 General Aviation Runway

Midfield Cargo Area



Current Airport Layout Plan (ALP)



Midfield Cargo Expansion



- Opened October 2019
- New 200,000 square foot Cargo Building
- Rehabilitated taxiways and new runway connector
- Mathison Way improvements
- Expanded local bus service to site
- ±1,500 new jobs to the region

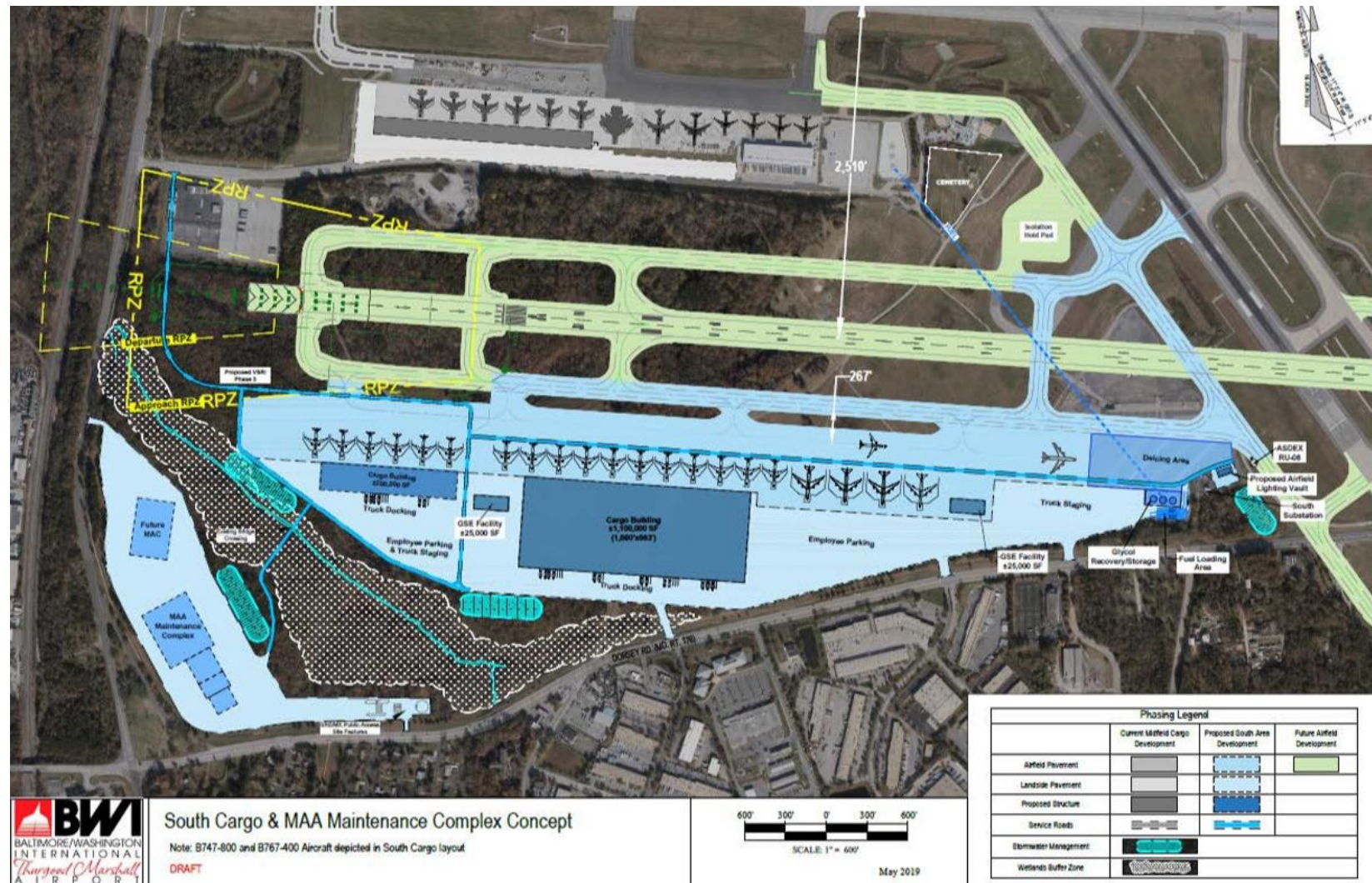


“Amazon’s Baltimore location is one of the top 5 busiest Amazon Air facilities in the world.”
(WJZ-13, 6/8/21)



Southwest Quadrant Development Concept

- 400-500 acre site
- Preserve capability for future parallel runway
- Utility spine for flexible pad site development
- Mixed commercial, aviation and support uses
- Environmental protection components
- Currently in planning phase



Breaking News

Bloomberg

Technology

Amazon Seeks Used Long-Range Cargo Jets Able to Fly From China

By [Matt Day](#) and [Julie Johnsson](#)

October 13, 2021, 12:49 PM EDT *Updated on October 13, 2021, 1:05 PM EDT*

- ▶ Company plans to acquire converted 777 and A330-300 aircraft
- ▶ Potential plane deal could ratchet up rivalry with UPS, FedEx

LIVE ON BLOOMBERG

Watch Live TV >

Listen to Live Radio >

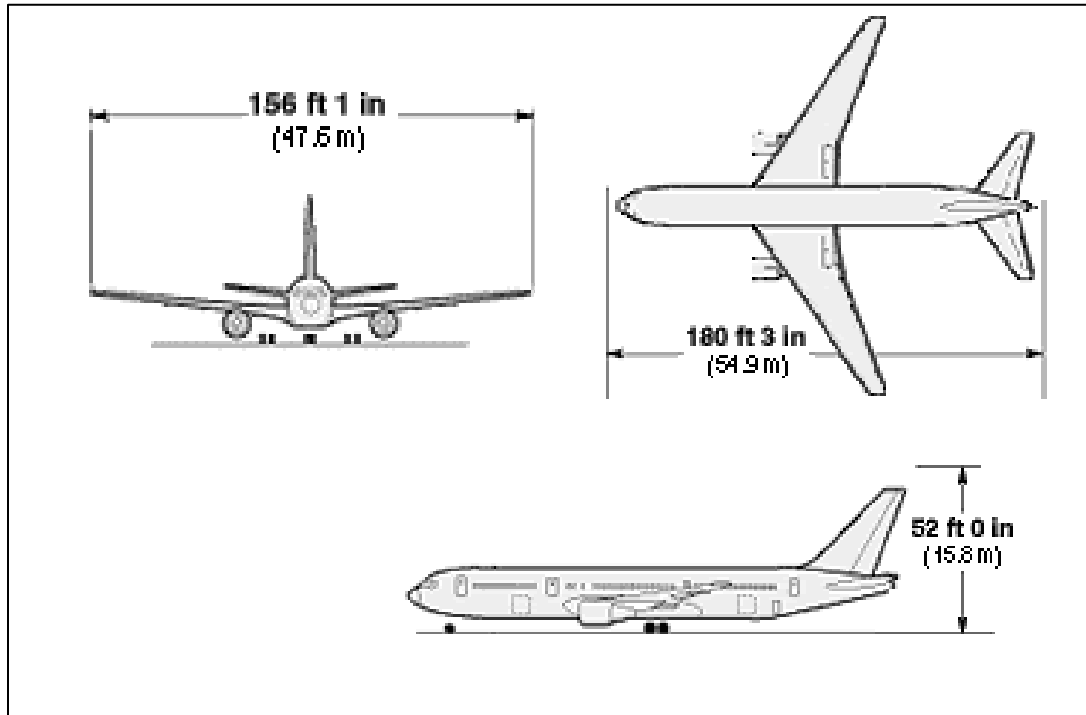


synchrony

**HELPING
SMALL STAY
STRONG**

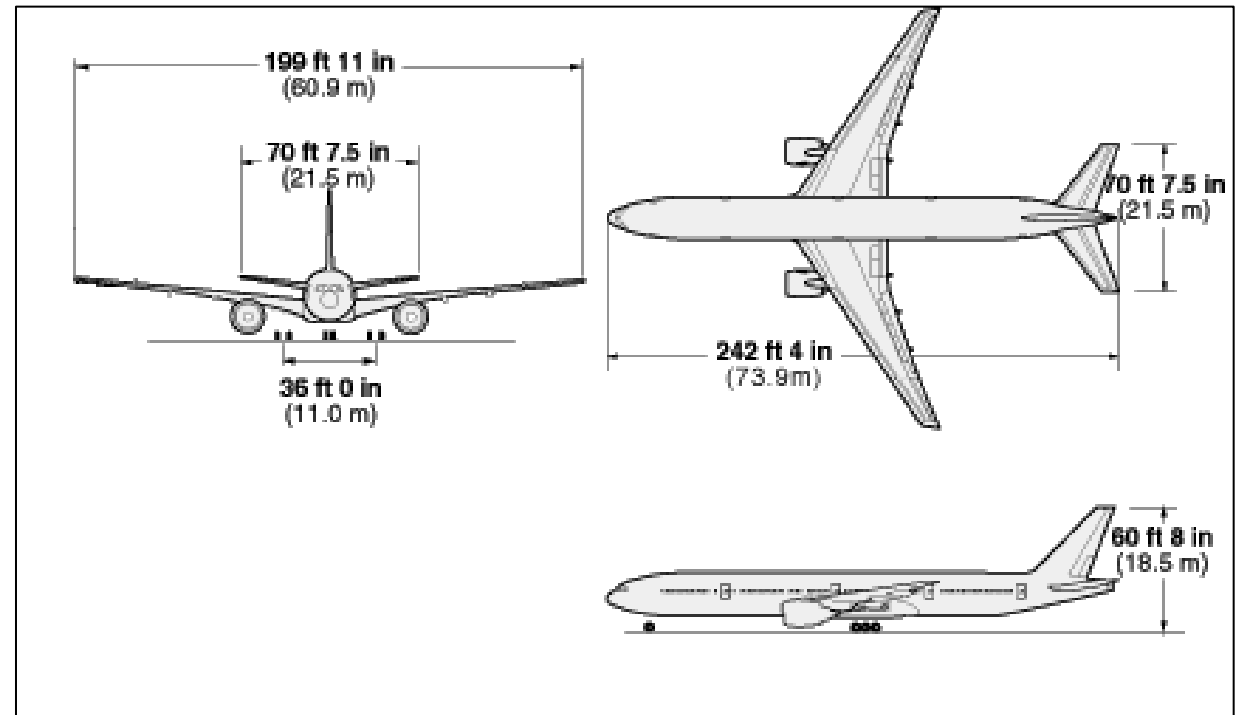
Aircraft Size

B767-300ER



FAA Design Group: D-IV
Taxiway Design Group: 5

B777-300

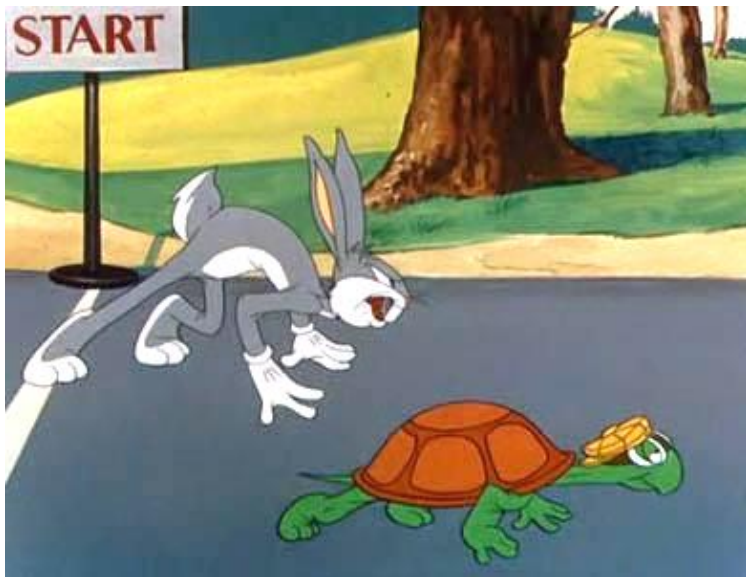


FAA Design Group: D-V
Taxiway Design Group: 6

Airport Development Process



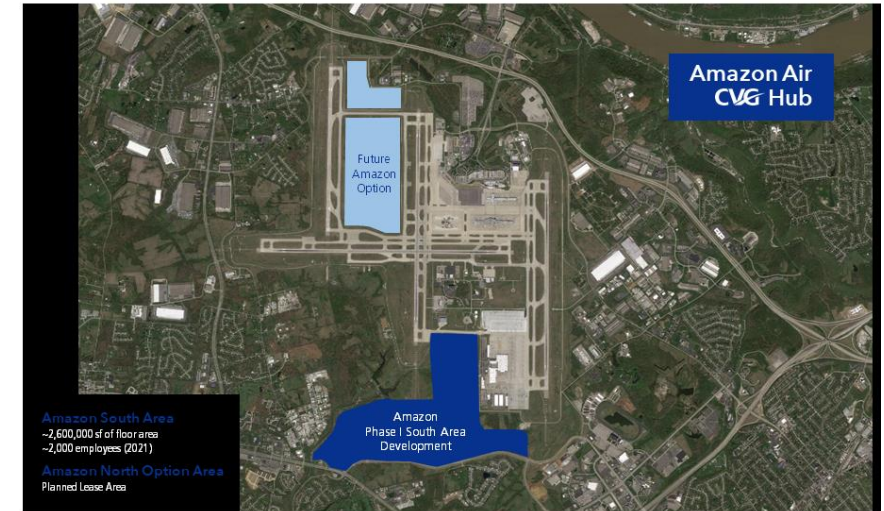
5-10 Year Process



- Airports have FAA Obligations
- Political and community forces in play
- NEPA environmental approvals can be lengthy
- Environmental mitigation can be costly and hard to find
- Premium cost for construction in airport environment
- For MAA:
 - Numerous departments involved
 - MDOT Secretary of Transportation
 - MD Board of Public Works

A Cautionary Success Story

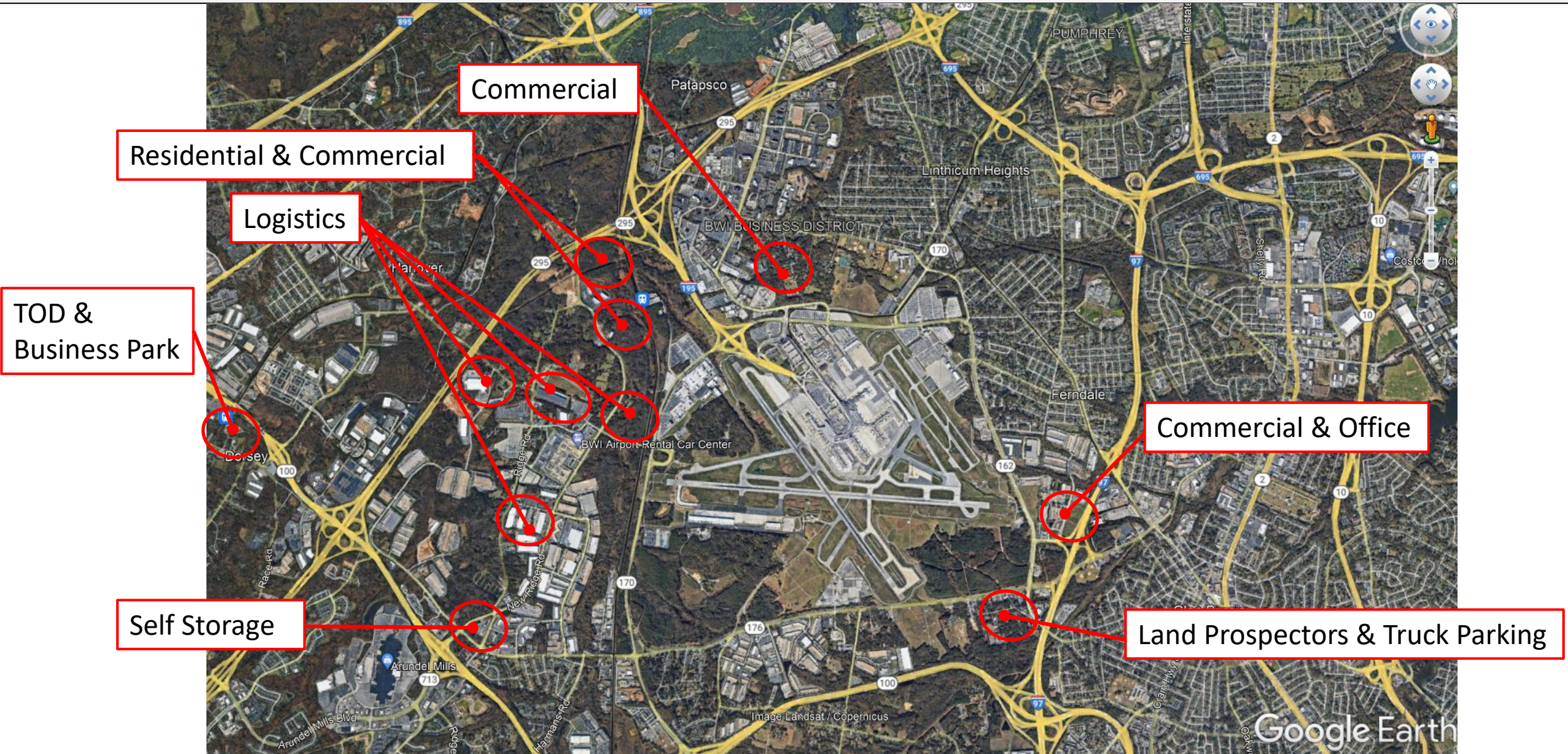
- 2003 DHL buys Airborne Express and expands hub at Wilmington Air Park, OH
- 2008 DHL sells domestic service to rival UPS
 - ±8,000 jobs lost at Wilmington
- 2009 DHL moves international service to Cincinnati/Northern Kentucky
 - To date invested \$280M, employs 3,000+ people
- 2017 Amazon starts operating at Cincinnati/Northern Kentucky
 - 2019 Amazon starts construction on 650-acre Phs-1 facility
- 2019 Amazon opens 1,900-acre facility at Wilmington Air Park (in previous DHL facility)



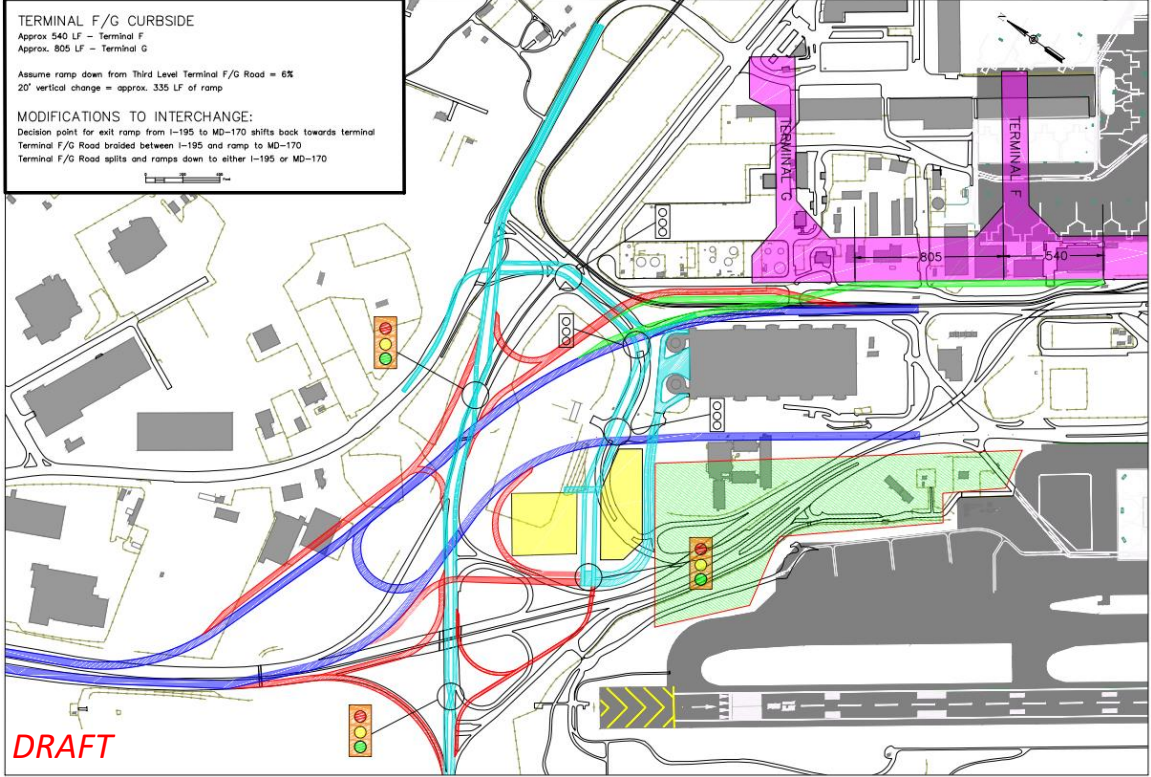
Sources: New York Times, Nov. 10, 2008
 SupplyChaindive.com, June 14, 2021
 CVG website
 Airport Improvement Magazine

Community Factors

Local Development



Ground Transportation Center & Roadway Improvements

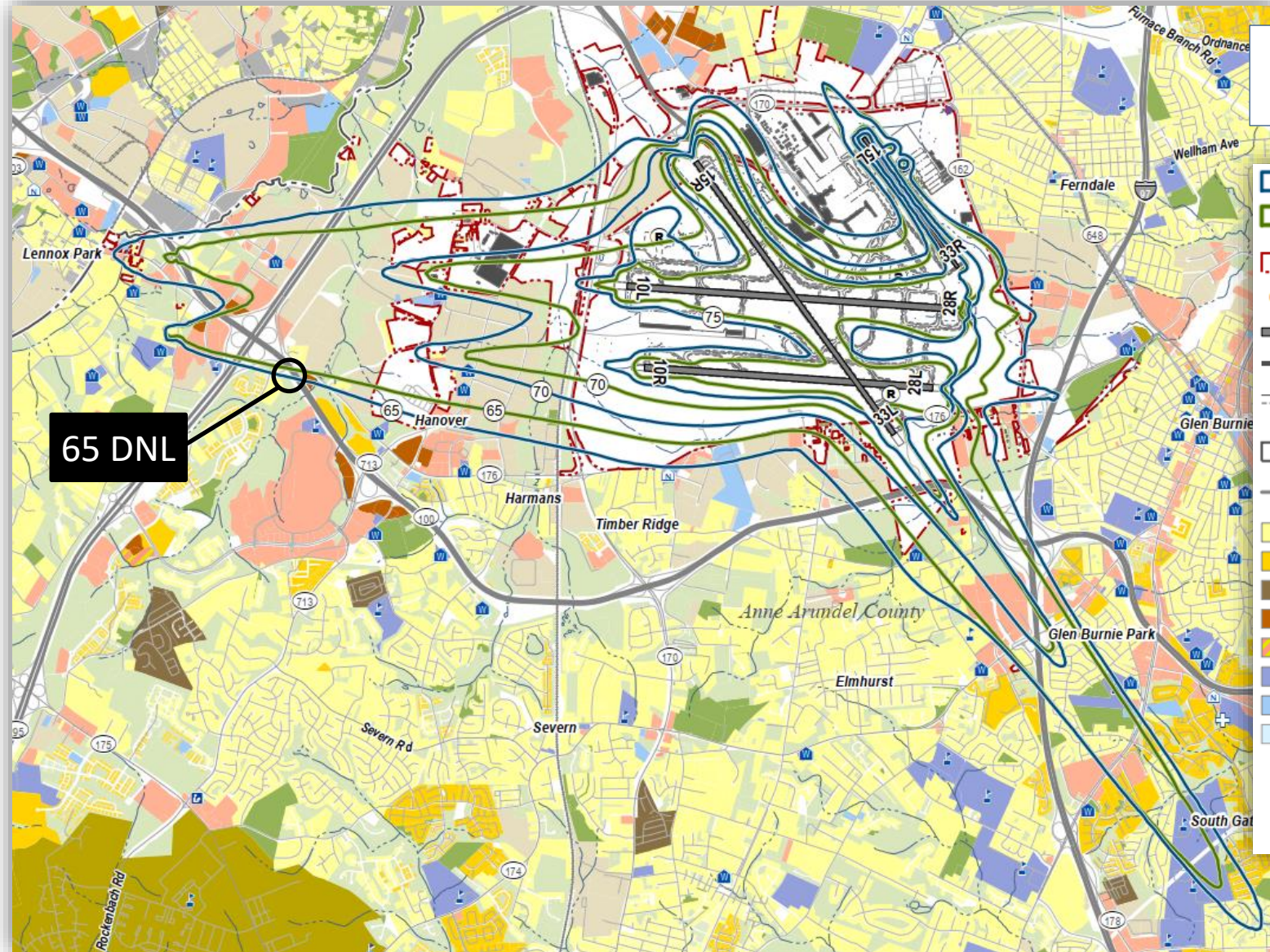


Concept Approach Road & Interchange Improvements

BWI ANZ Update

2020 ANZ

- 5,543 acres
- 2020 ANZ is 23% larger than 2014 ANZ
- 53% on MAA property
- Changes attributable to:
 - Increasing aircraft operations
 - Increasing % of nighttime operations
 - Changes in the aircraft fleet mix
 - Anticipated increases in maintenance runups
 - Updated flight track planning for future Runway 10R/28L
 - Noise model updates



Comparison of 2020 ANZ to 2014 ANZ

	2020 ANZ Contours		2014 ANZ Contours
	MDOT MAA Property Boundary		
	Runup Locations		Helicopter Operation Area
	Runway		Airport Buildings
	Airport Pavement Edge		
	County Boundary		
	Roads		Railroad
	Stream / Creek		
	Residential Use		Military Use
	Multi-Family Residential Use		Commercial Use
	Mobile Home		Manufacturing / Production
	Transient Lodging		Vacant / Undeveloped
	Mixed Use		Recreational / Open Space
	Public Use (Non-Compatible)		Golf
	Public Use (Compatible)		Transportation / Utility
	Water		
	School		Library
	Place of Worship		Hospital / Health Care
	Nursing / Assisted Living		Historic Place (NRHP)

Keep in Touch

Follow Us



BWI Thurgood Marshall Airport (BWI)
@BWIAirport - Airport

Home About Photos Reviews More

Like Message

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND AVIATION ADMINISTRATION

Maryland Aviation Administration
MDOT MAA owns and operates Baltimore/Washington International Thurgood Marshall Airport and Martin State Airport.
Airlines/Aviation · BWI Airport, MD · 967 followers

Jo & 15 other connections work here · 166 employees

Following Visit website More

Home About Posts Jobs People Videos

About
MDOT MAA (Maryland Department of Transportation Maryland Aviation Administration) fosters the vitality of aviation statewide and promotes safe and efficient operations, economic viability and environmental stewardship. MAA owns and operates Baltimore/Washington International Thurgood Marshall Airport and Martin State Airport...
see more

Baltimore/Washington International Thurgood Marshall Airport
We'll Take You There
Airlines/Aviation · BWI Airport, Maryland · 1,097 followers

Kyle & 3 other connections work here · 19 employees

Following Visit website More

Home About Posts Jobs People Videos

About
Baltimore/Washington International Thurgood Marshall Airport is the 22nd busiest airport in the United States, and the busiest in the Washington-Baltimore region. BWI Marshall Airport was recognized as Best Airport in North America by Airports Council International World (ACI World) for 2020. In 2019, BWI Marshall Airport served approximately 27...
see more

Verizon 3:12 PM 92%

bwi_airport

BWI Marshall Airport
340 Posts 3,571 Followers 273 Following

BWI Thurgood Marshall Airport
The official Instagram for Baltimore/Washington International Thurgood Marshall Airport (BWI).
twitter.com/BWI_Airport
facebook.com/BWIAirport/
www.bwiairport.com
7050 Friendship Road, Glen Burnie, Maryland
Followed by dulles_airport and tsa

Following Message Call

#BitesAtBWI Baltimore's Official Southwest Airlines 2019 BWI Thurgood Marshall Summer Youth Initiative 2019

Foodie Event Trading Pla... #BWlyouth An-124 Tour Tomco

Home Search Add Heart Profile

Tweet

BWI Marshall Airport @BWI_Airport · 2h
Syracuse, NY

A brand new destination for BWI Marshall Airport travelers!

@SouthwestAir just announced daily nonstop service to @SyracuseAirport beginning November 14. More info at bit.ly/SouthwestBWito...
#SceneAtBWI #MDOTscenes #Open4BizMD #travel #airports

2 6

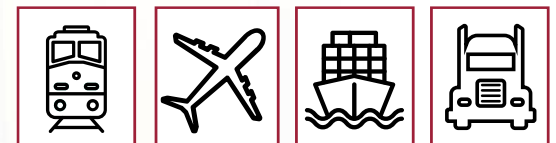


THANK YOU

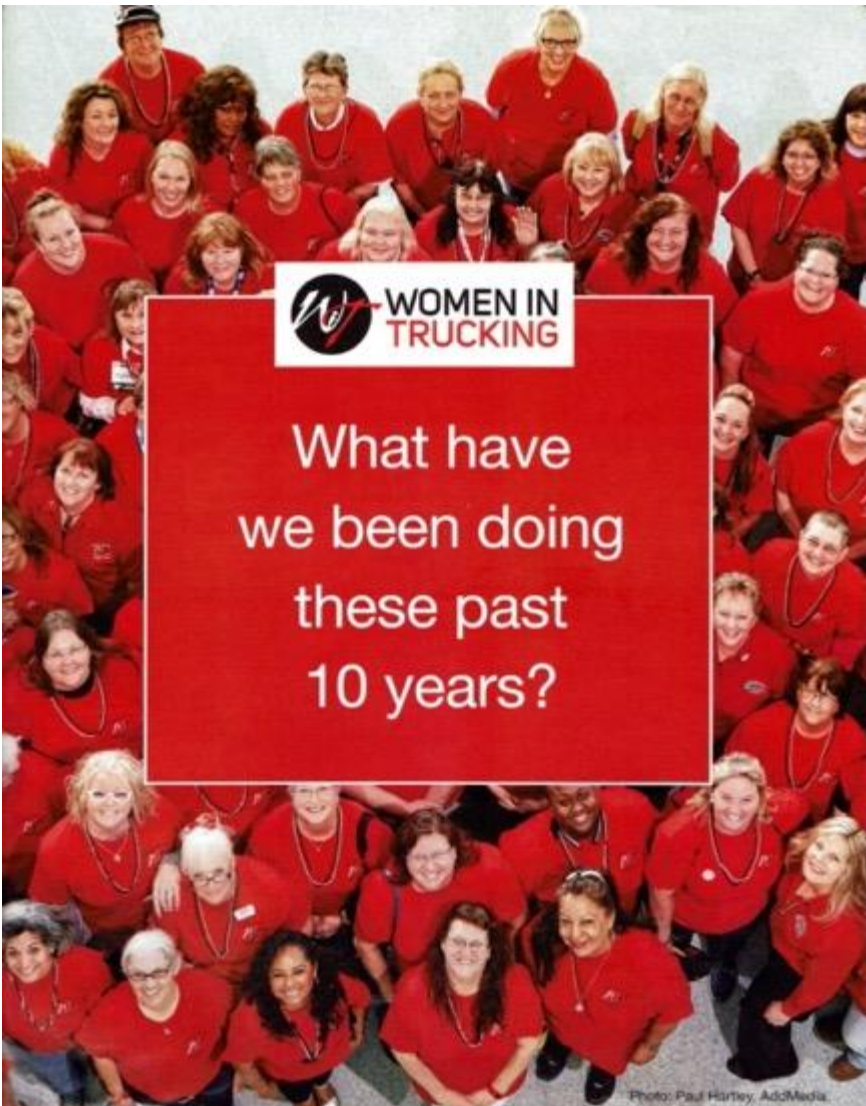
QUESTIONS /
DISCUSSION

Women in Transportation

Ellen Voie
Women in Trucking Association







What have
we been doing
these past
10 years?

Mission

- **Encourage employment** of women in the trucking industry;
- **Promote accomplishments;** and
- **Minimize obstacles** faced by women employed in trucking.

Represent women

- behind the wheel,
- under the hood
- in the corner office

Did you know?

15 percent of our members are male!

Incorporated as a 501(c)(6) non-profit organization in 2007.



**WOMEN IN
TRUCKING**

Driver-Industry Imbalance-Diversity

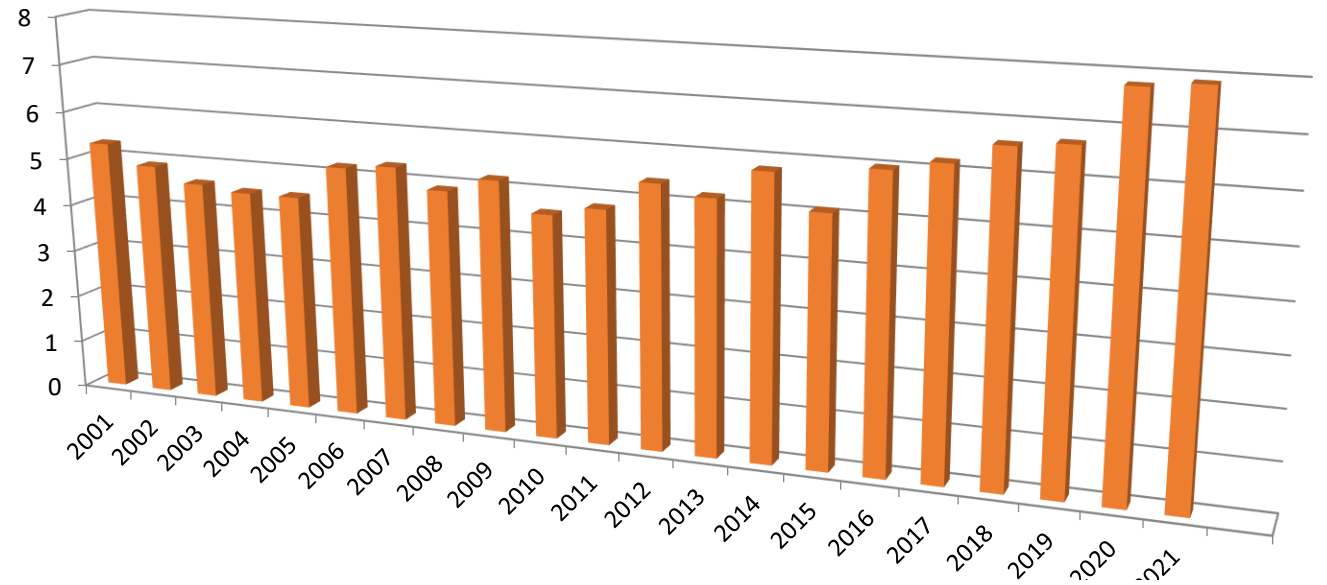
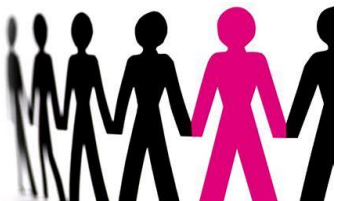
US Department of Labor 2021

Driver/sales workers and truck drivers

All Drivers

- 74.0 % White (Women 7.9%)
- 18.7 % Black/African American (Women 1.5%)
- 3.8 % Asian (Women .1%)
- 23.6 % Hispanic or Latino (Women 1.8%)

<https://www.bls.gov/cps/cpsaat11.htm>



Female drivers US Department of Labor

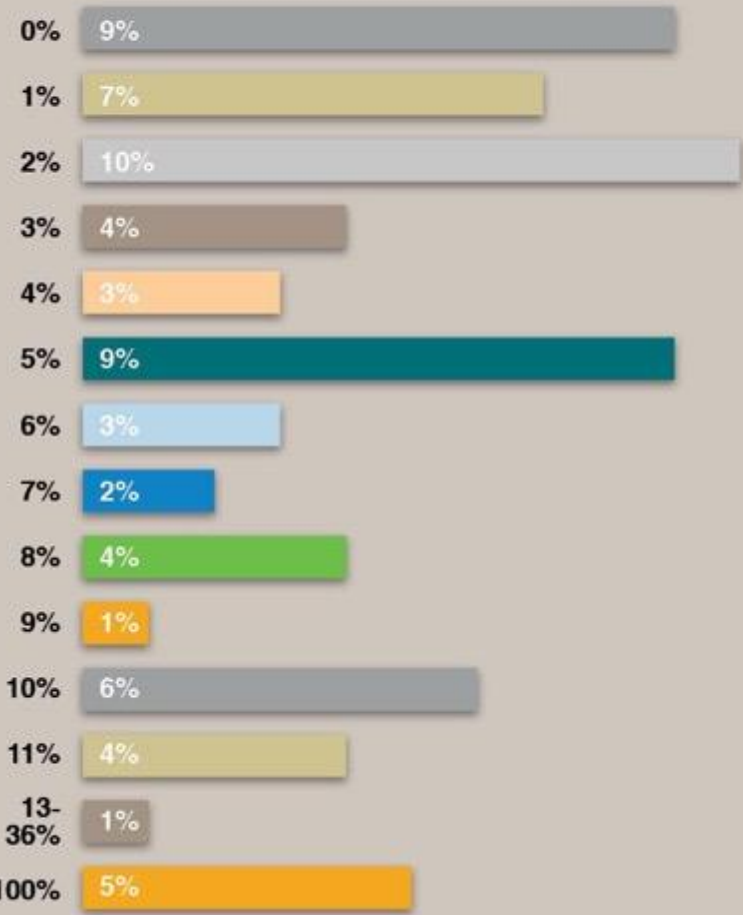


WOMEN IN TRUCKING



By Carrier Size

Percentage of Female Professional Drivers Holding CDLs



Professional Drivers
(percentage of women)

13.7%

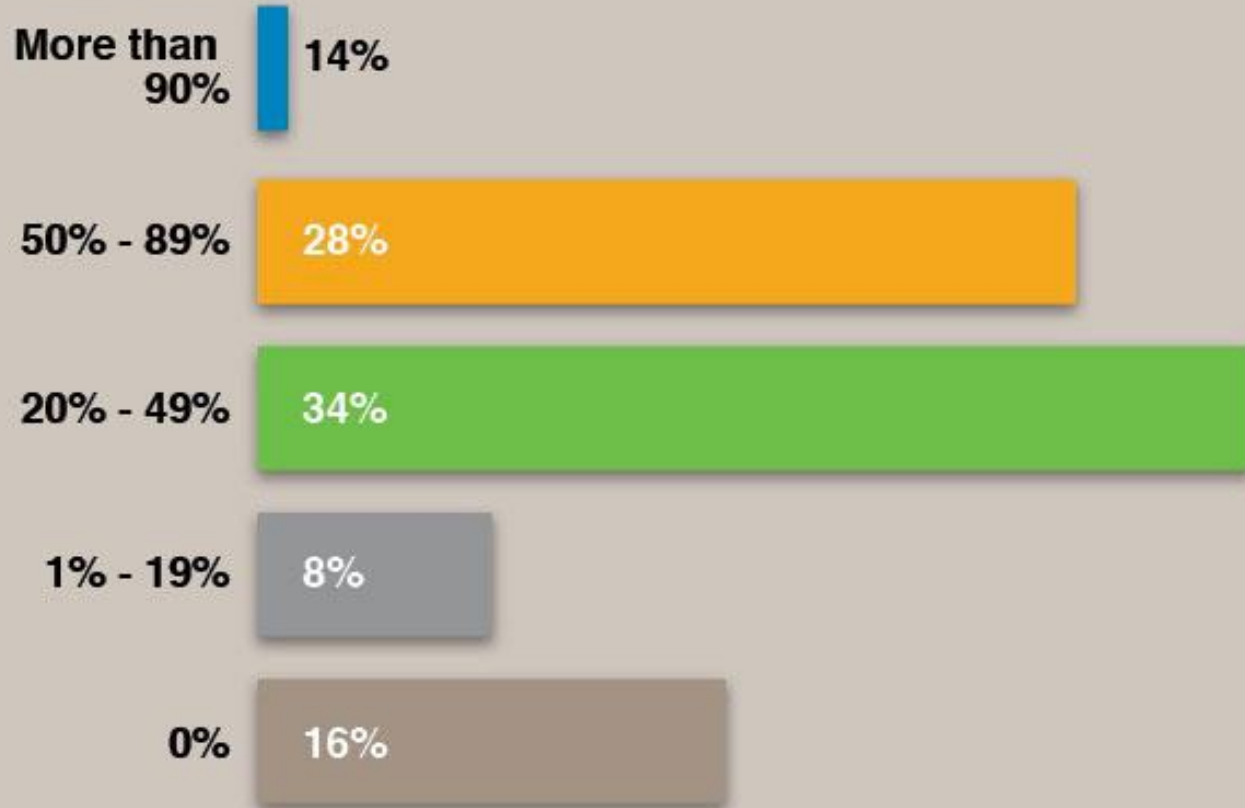
Overall Drivers with CDLs In the Workforce





**WOMEN IN
TRUCKING**

Company Leaders: Percentage of Women



Company Leaders
(percentage of
women)

39.6%



WOMEN IN
TRUCKING



Women as a minority?

- Diversity is too often about making minorities comfortable with a dominant norm. Women don't need "fixing."

"Why Women Mean Business" Wittenberg-Cox & Maitland



m



WOMEN IN TRUCKING

How are Women portrayed in the industry?



TRUCK HUNTERS

www.truckhunters.com
Call or text today 404.818.1658



TAKE A PEEK UNDER OUR SKIRT



The **Green Wing** truck skirt features our exclusive heavy-duty beam, which improves impact protection and reduces the beam's weight by 15%. Plus, it's easy to install, requiring less downtime. Don't settle for an old-fashioned skirt - get the bestest technology and increase your ROI.

Green Wing is the only truck skirt to feature a heavy-duty beam.

614.421.7434 • ridgecorp.com





**WOMEN IN
TRUCKING**

Are we really recruiting women?



Review recruiting ads and announcements for unconscious bias.





**WOMEN IN
TRUCKING**



Why do we want more women in trucking?

- As drivers, women....take fewer risks.
- Men are more likely to be involved in crashes that occur on curves, in the dark or while passing other vehicles.

(The Social Issues Research Centre)

- Accidents involving women occur at slower speeds.
- Resulting in less loss of life and less damage to the equipment.



Why do we want women in trucking?

- Women are *reportedly* better at completing their paperwork.
- Women are *often* easier to train because they are more eager to learn.
- Women are *typically* better with customers.
- Women *usually* take better care of the equipment.





Why do we want women in trucking?



FOR IMMEDIATE RELEASE
Contact: Dan Murray
(651) 641-6162
July 31, 2018

ATRI Releases Updated Crash Predictor Model

Arlington, Virginia - The American Transportation Research Institute (ATRI) today released the update to its renowned Crash Predictor Model, which statistically quantifies the likelihood of future crash involvement based on specific truck driving behaviors (e.g. prior crashes, violations and convictions).

ATRI's analysis draws on data from over 435,000 U.S. truck drivers over a two-year time frame to expose nearly a dozen behaviors that raise a driver's risk of being involved in a future truck crash by more than 50 percent.

"ATRI's Crash Predictor Model is a key input to our driver hiring and training practices. Safety is our first concern and by understanding how driver histories relate to future crash probability, we can develop targeted solutions for minimizing safety

Women truck drivers were safer than male counterparts in every statistically significant safety behavior and men were 20 percent more likely to be involved in a crash than women.

"We suggest policy-makers consider policies to increase gender balance in occupations that substantially involve driving, given the greater likelihood that other road users will be killed if men rather than women are driving or riding."

<https://www.studyfinds.org/testosterone-traffic-men-more-dangerous-drivers-than-women-study-finds/>

engaged in critical research relating to freight transportation's essential role in maintaining a safe, secure and efficient transportation system.

###



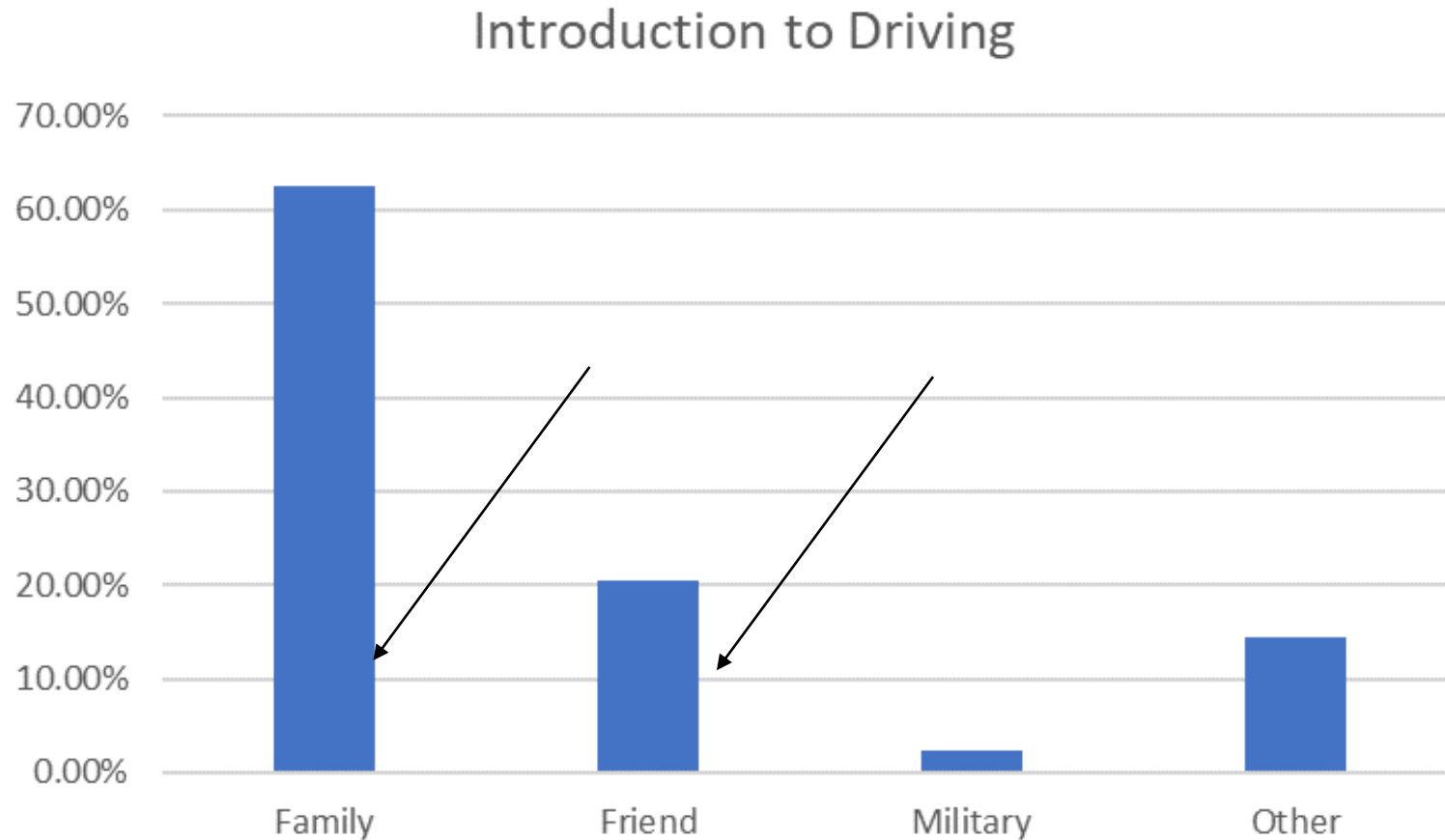
**WOMEN IN
TRUCKING**

What attracts women to the trucking industry?





What attracts women to the trucking industry?



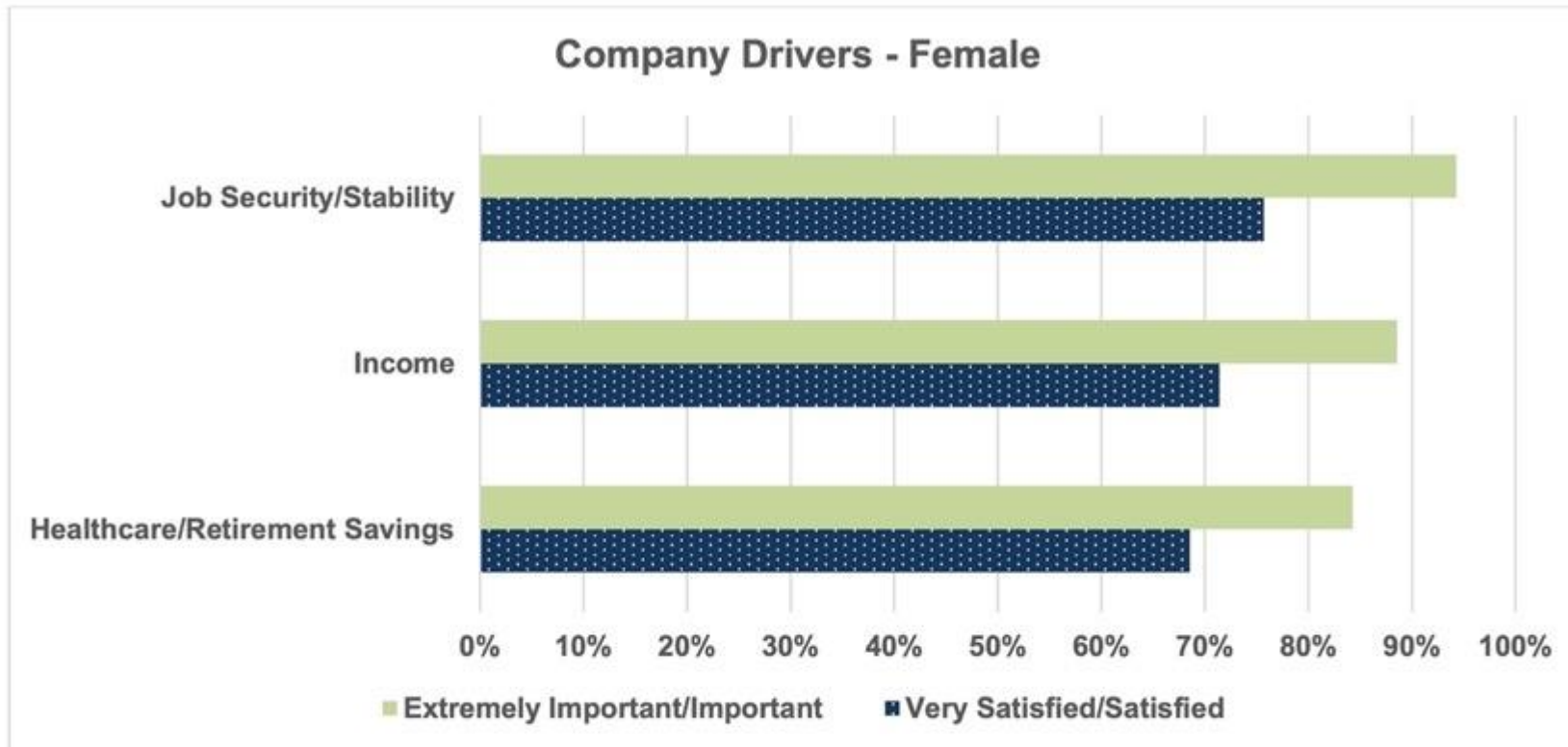
83.13% of respondents introduced to driving from a family member or friend.



What motivates women to become a company driver?

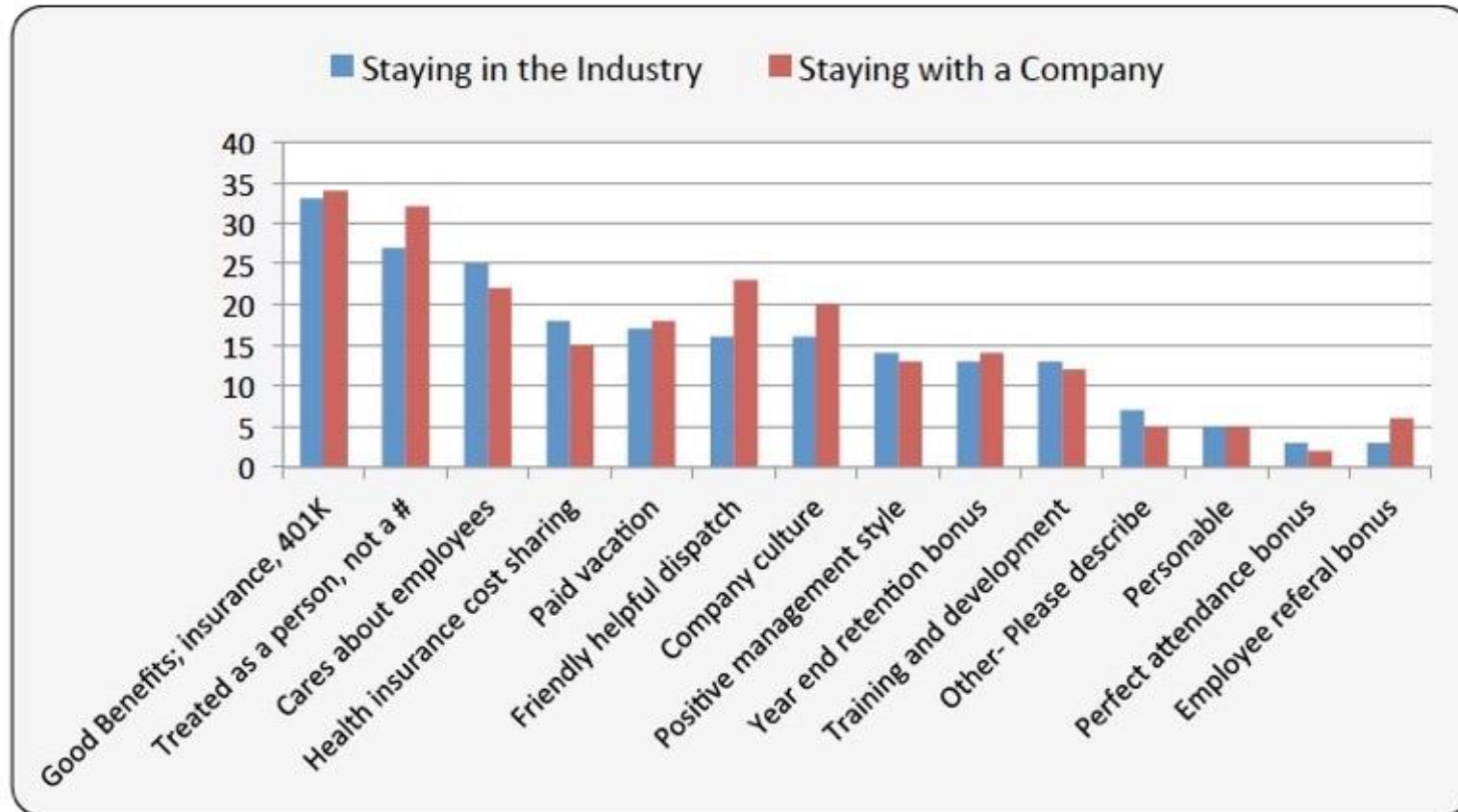


Figure 5: Top Motivating Factors and Level of Satisfaction for Female Company Drivers



Why do women STAY in the industry?

Table 8. Reasons for staying in the trucking industry and with a specific company.



Challenge: Safety

JOB SATISFACTION/WORK ENVIRONMENT

Safety

- There is a gap in the data between the driver and company responses to safety

Women were asked how safe they feel on a scale of 1 to 10



1- Not safe at all

4.4

10 - Very safe

When women were asked what was the most critical aspect to focus on to increase the percentage of women drivers in the industry, safety tied with family/home time for #1

...yet...

Employers cited everything but safety as a priority for women drivers



**WOMEN IN
TRUCKING**

What is your company's safety culture?

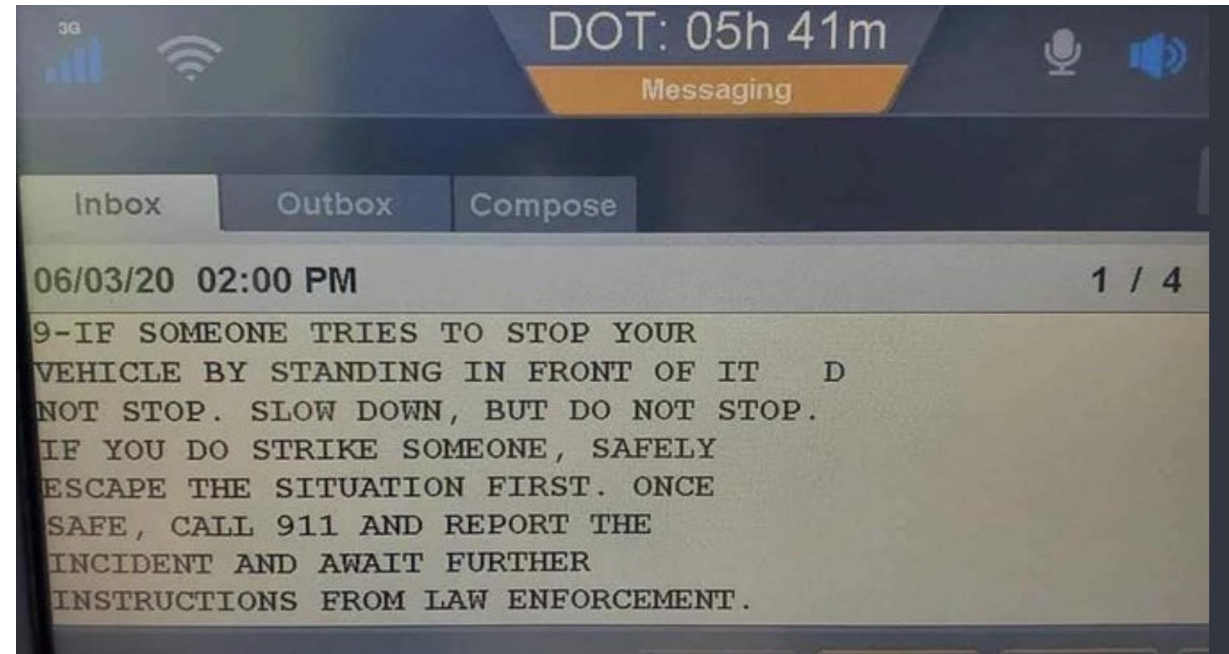
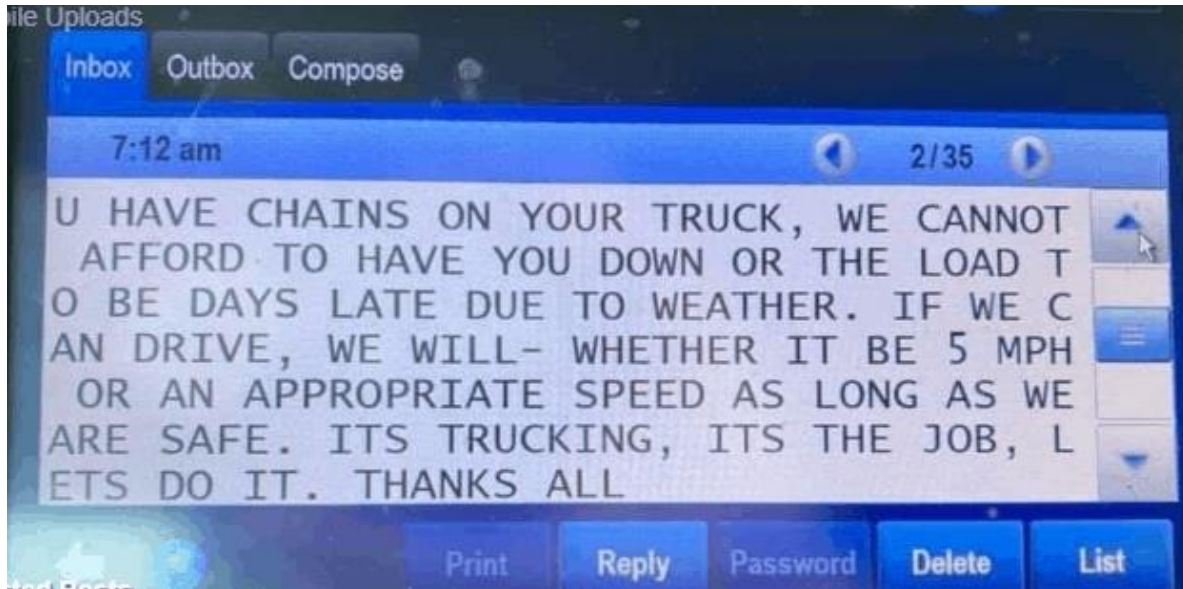
1. Equipment
2. Driving conditions
3. Warehouse locations





**WOMEN IN
TRUCKING**

What is your company's safety culture?



What about challenges women face on the road?



- Harassment
- Discrimination
- Human trafficking
- Health issues

Washington Lawmakers Propose Bills To Ease Truck Parking, Restroom Access

By Noel Fletcher
Staff Reporter

Legislative efforts that would provide more parking for commercial truck drivers and offer increased access to restrooms are under consideration in separate bills in the current 60-day legislative session in Washington state.

Rep. Dan Griffey (R) said he introduced House Bill 1657 due to the critical need for truck drivers who play a vital role in the supply chain. A key component of the problem is to increase safe overnight parking for commercial trucks through tax incentives associated with real estate. High land costs are cited as a factor that contributes to a lack of truck parking. The bill also is meant to increase parking at land owned or leased by a port.

Chris Herman, senior director for trade and transportation at Washington Public Ports Association, said his organization supports the bill but has not yet seen a proposal with which it aligns.

"We haven't found a specific scenario in which private enterprise has approached us" with a project to provide truck parking, he said. Herman said a potential lessee would likely propose a business that included truck parking as

part of a business enterprise, as opposed to the local point.

A lack of available truck parking has been identified as a key issue facing the industry nationally by the American Transportation Research Institute and locally by the Washington State Joint Transportation Committee (JTC). Not only did the JTC publish a Truck Parking Final Action Plan in December 2021, it also conducted a web survey of 136 truck drivers from September to

- Mountain passes.
- Near state borders, especially with Oregon.

The bill, cosponsored by Andrew Barkis (R), Jenny Graham (R), Tom Dent (R), Alicia Rule (D) and Jesse Young (R), is scheduled for public hearing in the House Committee on Finance on Jan. 25.

Separately, HB 1706, sponsored by Rep. Mike Sells (D), would require most retailers to allow truck drivers to use their rest-

- In and around urban areas, also would give drivers access to



Griffey, who introduced the bill aimed at ameliorating parking issues, speaks at a session of the state's House of Representatives.

...aviation programs. The National funding deadline."



Trucks are parked at a truck stop in North Bend, Wash. One of the bills is focused on creating safe parking for truck drivers.

fixed and portable toilets in terminal areas within ports.

Opponents have expressed concern that the law would create

safe and available truck parking — and other facilities — is critical to the ability of truck drivers to do their jobs," said

...resident support these the

We need legislation to allow drivers to use a rest room?

...iations. "It is much to my chagrin that we have to be here in a public setting asking for accommodation to mandate such a thing as restroom use," Call said during a Jan. 17 hearing by the state's House Committee on Transportation. "But this is the reality, and we wouldn't be here if this wasn't a real problem for the men and women who are delivering the goods we need in order to enjoy the quality of life we enjoy."

Call said her group will continue to work with Sells and "concerned organizations" to find a resolution. The bill has bipartisan support and 21 cosponsors.

Both bills are backed by American Trucking Associations. "ATA believes that access to

drivers and those that would open up more hygiene facilities to drivers."

"The Owner-Operator Independent Drivers Association also supports both pieces of legislation."

"Oftentimes, truckers drive for several hours to meet a delivery obligation only to be refused access to a restroom. They also struggle to find safe parking and are forced to stop in unsafe locations while complying with hours-of-service regulations," said Norita Taylor, OOIDA public relations director. "Truckers were hailed as heroes during the height of the pandemic for keeping America moving. However, they still face the same challenges, some of them rather dehumanizing."

Challenge: Harassment from drivers

Comment:

HI, I MITE BE OLD, I JUST DON'T
THINK WOMEN BELONG
PLAYING AROUND WHERE MEN
NEED TO MAKE A LIVING



New submission on HubSpot Form "WIT
Footer Form"

Page submitted on: [Women In Trucking](#)

First name:
Gregory

Last name:
L...

We don't need women drivers!
They are a road hazard and very bad drivers.

Message:
We don't need women driver's!! They are a road
hazard and very bad driver's.

[View in HubSpot](#)

CONTACT
• Gregory L...

Found site via:
<https://www.research.net/>

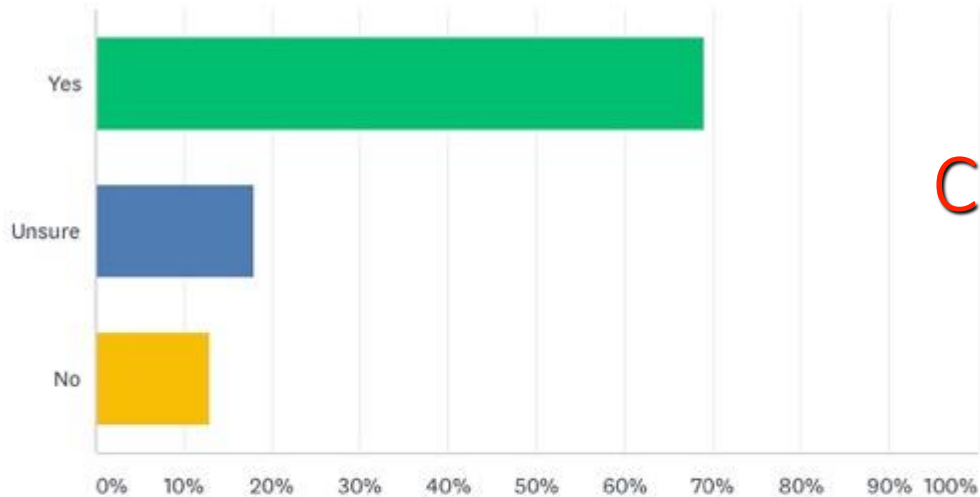




Q10

Does your company have a Harassment Policy? (Select 1)

Answered: 434 Skipped: 0



Challenge: Harassment

ANSWER CHOICES	RESPONSES	
Yes	69.12%	300
Unsure	17.97%	78
No	12.90%	56
TOTAL		434

WIT Survey August 2021-434 respondents



Challenge: Safety and Security

Q24



Identify what you perceive to be the most significant threat to female drivers at the following locations:

Answered: 302 Skipped: 132

ANSWER CHOICES		RESPONSES	
In the Cab	Responses	74.83%	226
Shipper/Receiver Facility	Responses	73.18%	221
Truck Stop	Responses	87.09%	263
Rest Area	Responses	85.43%	258
Meeting/Training Room	Responses	64.90%	196
Maintenance Shop	Responses	63.91%	193
Other	Responses	26.49%	80

WIT Survey August 2021-434 respondents

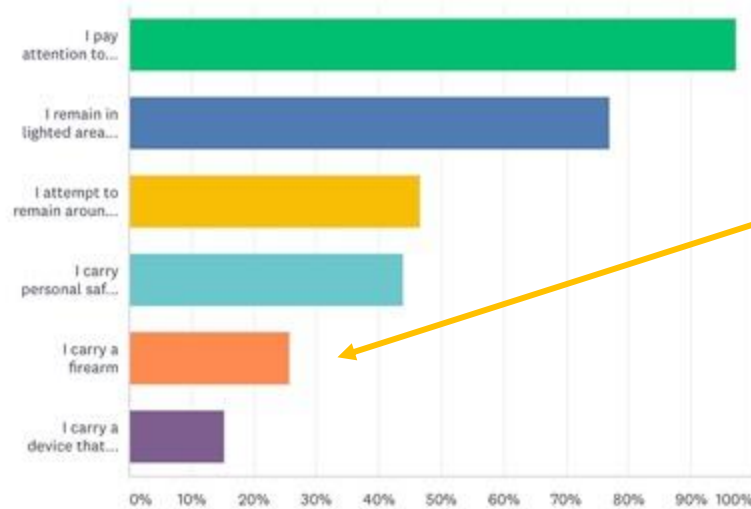


Challenge: Safety and Security

Q16

Do you follow any of these practices for personal protection? (Choose all that apply)

Answered: 430 Skipped: 4



ANSWER CHOICES	RESPONSES
I pay attention to what's happening around me	97.21% 418
I remain in lighted areas as much as possible	76.98% 331
I attempt to remain around other humans	46.74% 201
I carry personal safety products (such as mace, pepper sprays, etc.)	43.95% 189
I carry a firearm	25.81% 111
I carry a device that creates warning noises (such as rape whistle, etc.)	15.35% 66
Total Respondents: 430	



Challenge: Discrimination



FOR IMMEDIATE RELEASE

Contact: Dan Murray

(651) 641-6162

September 4, 2019

New ATRI Study Quantifies Driver Detention Impacts

ARLINGTON, VIRGINIA - The American Transportation Research Institute today released the results of a new analysis on the safety and productivity impacts of truck driver detention at customer facilities. The analysis is based on over 1,900 truck driver and motor carrier surveys conducted in 2014 and 2018.

ATRI's analysis found that across the four-year period, detention frequency and length has increased, with negative impacts on driver productivity, regulatory compliance and compensation. Key findings include:

- Drivers reported a 27.4 percent increase in delays of six or more hours.

Female drivers were 83.3 percent more likely than men to be delayed six or more hours.

Costs of Trucking.

- The negative impact of detention on carrier revenue and driver compensation may be greater among smaller fleets (<50 power units) with 20 percent reporting that they do not charge for excessive detention in order to stay competitive with larger fleets.

"ATRI's new detention research definitely helps us understand the full financial impact associated with detaining drivers," said Edgar R. McGonigal, chief financial officer of Bestway Express, Inc. "From a safety and economic perspective, this research gives the trucking industry new insight into how both carriers and drivers should implement driver detention strategies."

The report also documents recommended practices that drivers and carriers believe will improve efficiency and reduce detention at customer facilities.

A copy of this report is available from ATRI at TruckingResearch.org.

ATRI is the trucking industry's 501(c)(3) not-for-profit research organization. It is engaged in critical research relating to freight transportation's essential role in maintaining a safe, secure and efficient transportation system.

###

American Transportation Research Institute | ATRI@trucking.org | (770) 432-0628

Visit ATRI at TruckingResearch.org



WOMEN IN TRUCKING

Challenge: Discrimination

Feds rule that physical strength test discriminates against female truck drivers

By Ashley - September 10, 2021

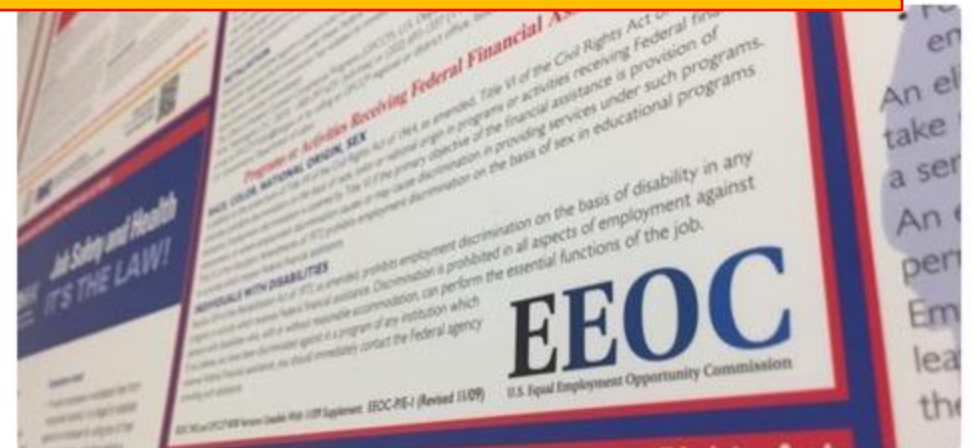
...when a hiring screen has disparate impact on female applicants and employees ... employers need to take a hard look at whether they can prove those tests are job-related and consistent with business necessity. Julianne Bowman, EEOC Chicago district director



A federal judge has ruled that a Minneapolis-based trucking company was in violation of federal law when they used a physical strength test to screen truck drivers.

BRIEF

Court: Trucking company's strength test discriminated against women for driver positions



Kate Tarnone/Transport Dive



**WOMEN IN
TRUCKING**

Resources for member?





WOMEN IN TRUCKING



[ABOUT](#) [COMMUNITY](#) [RESOURCES](#) [ACCELERATE!](#) [DRIVER](#) [JOIN NOW](#) [MEMBER LOGIN](#) [Q](#) [☰](#)

Professional Driver Hub

Your network and resource for everything a professional truck driver needs for success.

[GOT WHAT IT TAKES?](#) [GETTING STARTED](#) [CAREER CENTER](#) [CONNECT WITH OTHERS](#) [LIFE ON THE ROAD](#) [TIPS & TRICKS](#) [RECOGNITION](#)



Welcome!

Trucking is a primary driver of our economy. This site is a place for today's female truck driver to check in for tips, advice, resources, and community. Whether you're considering the possibility of becoming a driver or have been behind the wheel for years, the Women In Trucking Association (WIT) has developed the **Professional**



"When women tell me they are thinking about trucking for a career, I tell them to DO IT, they won't regret it."

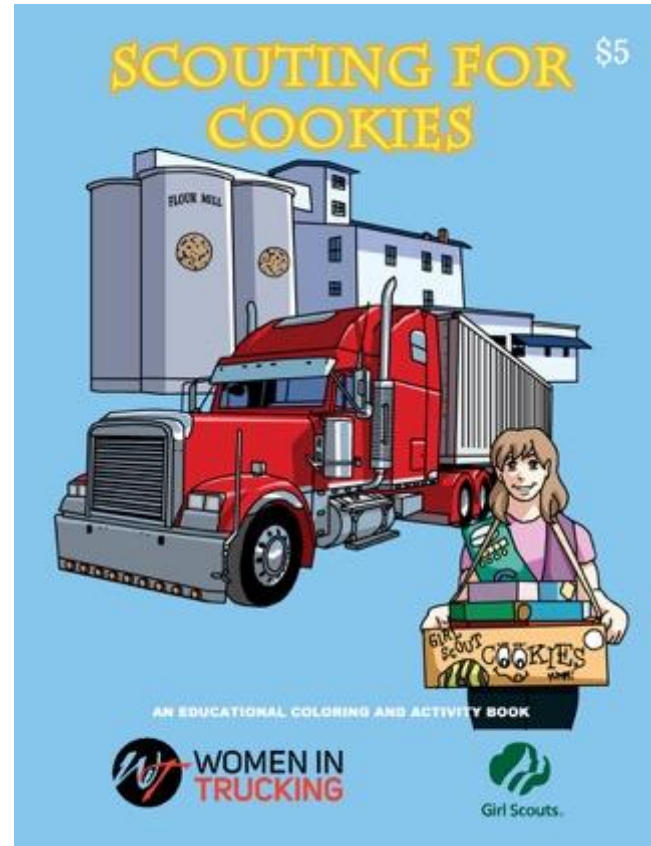
Deb LaBree



WOMEN IN TRUCKING

Transportation Badge for Girl Scouts

Challenge: Reaching the next generation





**WOMEN IN
TRUCKING**

Driver Ambassador Program

Reaching beyond the industry...





**WOMEN IN
TRUCKING**



FMCSA Deputy
Administrator
Daphne
Jefferson

WisDOT Secretary
Gottlieb



US Senator Ron Johnson (W-WI)



**Invite them along
for a ride!**

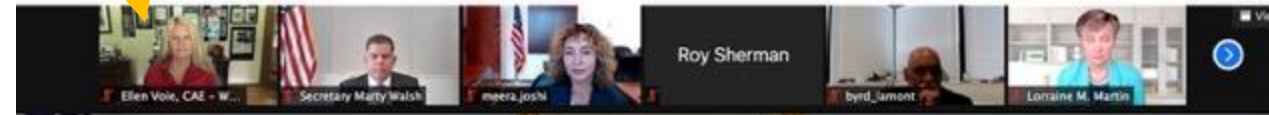
NTSB Chairman Deborah Hersman





WOMEN IN TRUCKING

A voice in Washington DC



Women In Trucking Association Participates in White House Roundtable

by Women In Trucking Staff on Dec 20, 2021 8:21:46 AM



Platts, WI - December 20, 2021 - The Women in Trucking Association (WIT) president and CEO Ellen Vole participated in a White House Roundtable discussion last week to address the driver shortage, and issues important to driver recruiting and retention. The session was hosted by U.S. Secretary of Transportation, Pete Buttigieg, U.S. Secretary of Labor, Marty Walsh, and White House Economic Council Director, Brian



Women In Trucking Association Sends Four Appointments to FMCSA Safety Committees

by Women In Trucking Staff, on Jan 18, 2021 2:27:41 PM





**WOMEN IN
TRUCKING**



WomenInTrucking.org

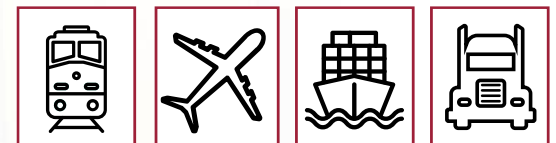
Call **888-464-9482**

Women In Trucking Association, Inc.
PO Box 400 Plover, WI 54467



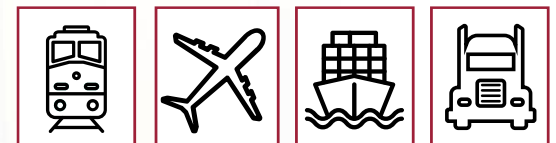
COMMITTEE ROUNDTABLE

Legislative and Grant Updates/Needs/Wants



STATE **FREIGHT** ADVISORY COMMITTEE

HOUSEKEEPING AND ADMINISTRATION

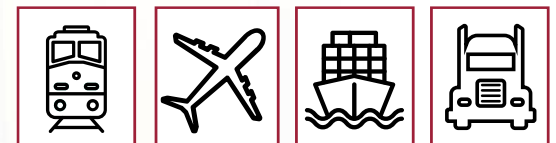


STATE **FREIGHT** ADVISORY COMMITTEE

NEXT SFAC MEETING



THANK YOU



STATE **FREIGHT** ADVISORY COMMITTEE



FEEL FREE TO CONNECT WITH OTHERS

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
STATE FREIGHT
ADVISORY COMMITTEE