

FREIGHT MOVEMENT TASK FORCE

April 2, 2020
Online

SUMMARY

1. WELCOME & INTRODUCTIONS

Mr. Dave Thomas, chair of the Freight Movement Task Force, kicked off the meeting with a round of introductions.

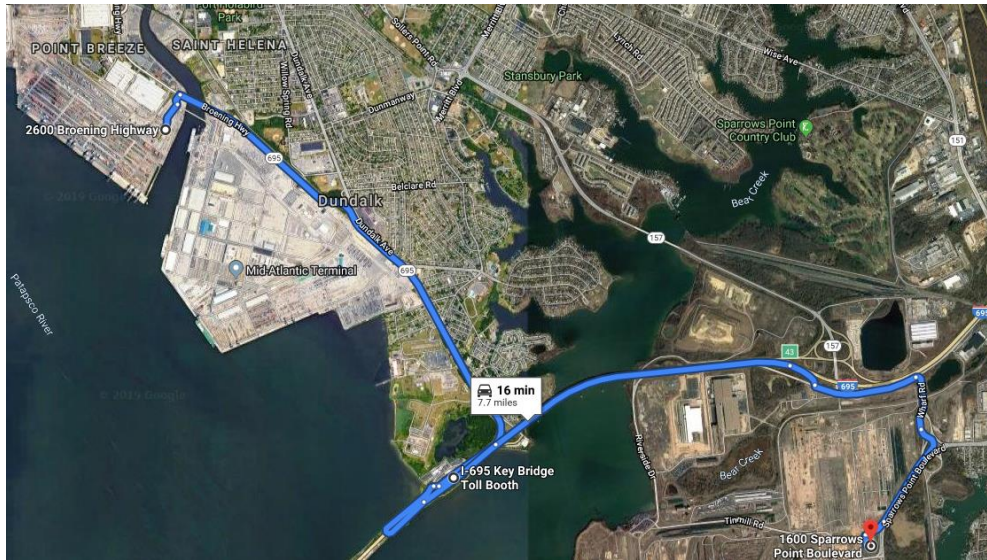
2. HEAVY WEIGHT PORT CORRIDOR (HWPC)

Mr. Thomas briefed the committee on new legislation passed during the 2019 session of the Maryland General Assembly. This legislation provided the Secretary of the Department of Transportation the authority to issue permits up to 100,000 pounds for overweight vehicles carrying sealed, seagoing containers traveling along a designated “Heavy Weight Port Corridor”. The public and private sector partners sponsoring this bill included – MDOT (SHA, MdTA, and MPA), Baltimore City DOT, Baltimore County, Tradeport Atlantic, and Ports America Chesapeake.

The legislation includes the following permit language:

- Established HWPC travel route with no deviations from Seagirt to Trade Point Atlantic
- Established permit fees and applicant requirements thru the MD One System
- Established Maximum GVW of 100,000# or less
- Established minimum number of axles (6)
- Established minimum axle spacing
- Established maximum weight per axle pairing
- Established permit operating hours
- Established maximum travel speed on HWPC

The HWPC travel routes are shown below:



Mr. Thomas also highlighted a few of the projects that received TIGER grant funding – these include:

- Broening Highway Streetscape Improvements,
- Holabird Avenue Roadway Improvements, and
- Replacement of Broening Highway bridge over Colgate Creek

The Colgate Creek bridge replacement project is tentatively scheduled to begin in the spring of 2020.

[PowerPoint: Heavy Weight Port Corridor]

3. GROCERY MANUFACTURERS ASSOCIATION (GMA)

Mr. Tom Madrecki, Vice President, Supply Chain and Logistics, and incoming vice-chair of the FMTF provided an overview of the GMA and its relaunch as the Consumer Brands Association (CBA) in January 2020. GMA has been around for over 100 years and is the premier champion of the consumer packaged goods industry in the United States. His presentation focused on creating frictionless supply chains, issue prioritization, industry unity, and advocacy action. The over-arching national policy initiatives of the CBA for 2020 include:

- Provide research and insight to help policymakers understand current conditions and what we're doing,
- Establish supply chain caucus,
- Seek nomination of CBA to the President's advisory committee on supply chain competitiveness,
- Establish an interagency supply chain panel to encourage collaboration and recognize interconnectedness of policy decisions,

- Require U.S. DOT or another agency to provide an annual report to Congress on the “choke points” frustrating commerce, and
- Create a new national dialogue on supply chain and highlight its essential role in everyday life

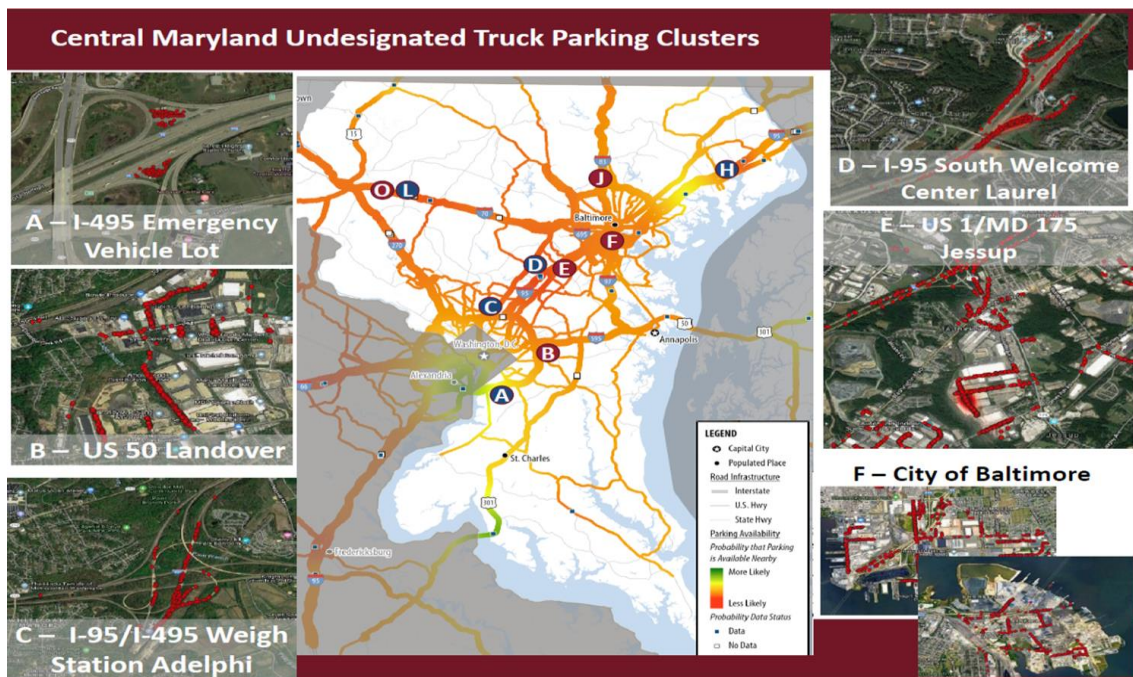
Mr. Madrecki covered a range of topics during his presentation that included new and emerging technologies, traceability and transparency, and transportation cost and volatility. He offered his assistance in bringing in member company executives to explain their business and transportation needs and how this group can help them.

[PowerPoint: Creating Frictionless Supply Chains]

4. MARYLAND STATEWIDE TRUCK PARKING STRATEGIC PLAN

Ms. L’Kiesha Markley, Assistant Division Chief, Freight Coordinator, MDOT SHA, briefed the Task Force on this study. The Maryland Statewide Truck Parking Strategic Plan aims to provide MDOT and its multimodal TBUs a comprehensive understanding of truck parking demand in Maryland. The goal of this analysis is to provide further understanding of the statewide supply and demand of truck parking in Maryland, close any data gaps and identify priority freight routes for infrastructure improvements (additional spaces) along with providing strategies for potential ITS program development.

The study, which is expected to be completed by the end of the year, analyzed truck parking utilization over several hours and identified undesignated truck parking clusters across the state. Here is an example of one such cluster in central Maryland:



Next steps involve translating these undesignated truck parking locations to identifying solutions and focusing on those that are most acute. Some of the solutions include technology applications to direct drivers to locations where spaces are available and expanding capacity at existing locations where feasible.

[PowerPoint: Maryland Statewide Truck Parking Study]

5. NEW TECHNOLOGY AT THE PORT OF BALTIMORE

Ports America Chesapeake (PAC) recently went live with a new, industry-leading terminal operating system (TOS) that will be the backbone for future enhancements at the Port of Baltimore's Seagirt and Dundalk marine terminals. Mr. Joe Greco, Vice President, Ports America Chesapeake briefed the committee on this new operating system. He noted that the previous system was over 20-years old and with the continued record-setting growth in container traffic at Seagirt, it was necessary to upgrade to a more efficient system that allows for safety and accountability and serves as the backbone for several systems to manage gates, operate rail and intermodal traffic. This new system is also being used by Ports America operated facilities in New Orleans, New York and New Jersey and will position the Port of Baltimore well into the future.

6. MEMBER REPORTS

Howard Street Tunnel - Mr. Brad Smith, who recently moved from MDOT TSO to the Maryland Port Administration (MDOT MPA) to handle this project, briefed the committee on receiving a \$125 million INFRA grant from U.S. DOT just over a week ago. MDOT has been working closely with CSX over the past several years on a plan to reconstruct the tunnel and clearances at several bridges between Baltimore and Philadelphia to accommodate double-stack rail. The overall cost of the project is about \$466 million. CSX will pay roughly \$103 million and the state will cover the rest. Grant administration will begin shortly and construction is expected to begin by 2021. Mr. Smith thanked the BRTB and other groups that have provided letters of support for this project.

ATTENDANCE:

MEMBERS and GUESTS:

Andrew Meese, Metropolitan Washington Council of Governments (MWCOCG)
Armand Patella, Preferred Service, LLC
Bradley Smith, MDOT Maryland Port Administration (MDOT MPA)
Breck Jeffers, U.S. DOT/Federal Highway Administration, Maryland Division
Daniel Janousek, MDOT Transportation Secretary's Office (MDOT TSO)
Dave Thomas, MDOT MPA
Dominic Scurti, MDOT MPA
Jacqueline Thorne, MDOT Transportation Secretary's Office (MDOT TSO)
James Harkness, MDOT MDTA
Jill Lemke, MDOT MPA
Jon Scherman, MWCOCG
Jonathan Green, MDTA Police
Keith Kucharek, AECOM
Kwame Arhin, U.S. DOT/Federal Highway Administration, Maryland Division
L'Kiesha Markley, MDOT State Highway Administration (MDOT SHA)
Louis Campion, Maryland Motor Truck Association
Marlee Baucom, Norfolk Southern
Nicole Katsikides, Texas Transportation Institute (TTI)
Nick Porter, MDOT MPA
Nick Pyle, Transportation Logistix (TLX)
Parto Mazdeyasni, MDOT MPA
Patrick Zilliacus, MWCOCG
Phillip Thomas, U.S. DOT/FMCSA
Rick Johnson, Baltimore County Economic Development
Roxane Mukai, MDOT MDTA
Russell Walto, MDOT Maryland Transportation Authority (MDOT MDTA)
Scott Simmons, McCormick Inc.
Subrat Mahapatra, MDOT SHA
Summer Bowman, U.S. DOT/Federal Motor Carrier Safety Administration (FMCSA)
Tom Madrecki, Consumer Brands Association

BMC STAFF:

Bala Akundi, Baltimore Metropolitan Council (BMC)
Cynthia Burch, BMC
Blake Fisher, BMC
Regina Aris, BMC
Shawn Kimberly, BMC
Todd Lang, BMC