

FREIGHT MOVEMENT TASK FORCE

August 27, 2015

Baltimore Metropolitan Council

9:30 – 11:00 A.M.

SUMMARY

The meeting was called to order at 9:30 A.M. by the chair, Mr. Armand Patella.

1. SPARROWS POINT TERMINAL, LLC

In the fall of 2014 Sparrows Point Terminal, LLC (SPT) purchased the 3,100-acre site with plans to redevelop it as a major East Coast distribution hub. SPT, led by local investors, is in the process of clearing the site and marketing it to potential tenants. Mr. Aaron Tomarchio, VP of Operations, SPT, provided an update on current and proposed activities and the master plan that is being developed.

At 3,100 acres, SPT is the largest privately owned industrial site and accounts for one third of the industrial zoned land in Baltimore County. It is also the last major marine terminal on the east coast. It has its own onsite short line rail with connections to two Class I railroads, direct interstate highway access (I-695 and I-95), an operating deep water port with 4 existing berths, and 1.2 million square feet of existing warehouse space.

Current activities include demolition and reclamation of the former steel mill, environmental remediation, marketing and leasing, and master planning. The goal of the SPT team is to redevelop Sparrows Point into a global industrial manufacturing and logistics park that will bring jobs and economic opportunity back to the region.

Mr. Tomarchio identified the following as some of the known transportation priorities from their perspective:

- Rehabilitate connecting bridges and roadway network to site (Immediate)
 - Four bridges currently in need of repair/replacement
- Waive tolls at Francis Scott Key Bridge for truck traffic coming from Dundalk and Seagirt Marine Terminals to SPT (Immediate)
 - Reduces truck traffic through area residential neighborhoods
 - Improves connectivity and opportunities for growth within the port community

- MTA transit study to plan for expanded transit service options to connect workers to jobs at Sparrows Point (Short Term/Immediate)
- Provide Supportive regional rail network that improves movement of freight through and around the Baltimore region
 - Accommodate double stacking of freight cars through region (Long Term)
- Open and maintain shipping channels (Long Term)
 - Legislative and regulatory review of dredge material placement requirements and reuse options

Ms. Marsha Kaiser, Parsons Brinckerhoff, briefly talked about the master plan that her firm is developing for SPT. The master plan is scheduled to be completed later this fall.

[PowerPoint: Sparrows Point Terminal Presentation, Handout: Sparrows Point Terminal – Land / Port / Rail / Road]

2. PORT-2-POINT WORKING GROUP

With international volumes projected to rise due to the increased attractiveness of the Port of Baltimore (POB) as an alternative to competing ports to the North and South, it is important to maintain and improve access from the Port to the interstate system. Broening Highway already experiences congestion during peak periods from the Keith Avenue ramp. Most of the current as well as future development of the Sparrows Point Terminal, LLC (SPT) property is in response to and the prediction of this future growth. Some of the possible outcomes associated with the increase in freight traffic around the Port are:

- Greater volumes of freight on existing routes.
- Additional delays on existing routes adding to the cost of doing business.
- Cause current traffic to seek alternative routes through existing neighborhoods causing additional route restrictions in response.
- Ultimately, this will lead to a limited flow of tonnage thereby decreasing the throughput these terminals can accommodate and efficiencies they can obtain.
- Decreased air quality due to delays/congestion.

At the May FMTF meeting, the Maryland Port Administration (MPA) and the Maryland Transportation Authority (MdTA) suggested that in light of major, proposed changes at Sparrows Point, the FMTF consider studying truck movements and access improvements between the Port and Sparrows Point. This idea was supported by the chair and members of the FMTF.

Mr. Patella (Pi Corp) and Mr. Joe Greco (MPA) outlined the purpose and scope of the P2P working group. The goal is to establish a P2P “Work Group” consisting of key stakeholders to study traffic impacts of potential development at Sparrows Point Terminal and improved access to the Port of Baltimore. The group’s mission is to open a discussion on the subject involving all key stakeholders in order to:

- Determine the need for the project by quantifying the short and long-term benefits.

- Discuss the feasibility of the project on a practical and funding basis.
- Develop a consensus on the best possible plan to move forward.

Potential topics this study will include:

- Freight flows not just between these major hubs, but also for north, south and westbound origin and destination traffic.
- High capacity connection to an existing interstate system for a 21st century Port.
- Access road for the Francis Scott Key Bridge turn-around.
- Toll for northbound I-695 access.
- Alternative route during peak periods and traffic events.
- Reduce the overall cost-per-move by the interaction of these dynamic efficiencies.

The work group will consist of a representative from each of the following stakeholders:

- Baltimore Regional Transportation Board (BRTB) – Emery Hines
- Maryland Motor Truck Association (MMTA) – Louis Campion
- Sparrows Point Terminal, LLC – Aaron Tomarchio
- MDOT - Maryland Port Administration (MPA) – Dave Thomas
- MDOT - State Highway Administration (SHA) – L’Kiesha Markley
- MDOT - Office of Freight and Multimodalism – Debbie Bowden
- MDOT – Maryland Transportation Authority (MdTA) – Dennis Simpson
- MDOT - Office of Planning and Capital Programming – Tyson Byrne
- Baltimore County Department of Public Works – Emery Hines
- Baltimore County Office of Economic Development – Rick Johnson
- Baltimore City Department of Transportation – Valorie LaCour

The group will be chaired by Mr. Patella and Mr. Dave Thomas (MPA) and Mr. Louis Campion (MMTA) will serve as vice-chair.

3. LOCAL/REGIONAL PROJECT UPDATES

• Pennington Avenue and Curtis Avenue – Two Way Study

Ms. Valorie LaCour, Chief, Transportation Planning, Baltimore City DOT, gave the BRTB an update on a project planning study requested by the residential community to look for a solution to the large volume of commercial vehicles travelling through the middle of the community.

The purpose of this project is to reduce large-truck traffic travelling through the center of the community, provide commercial vehicles more direct access to commercial corridor, and provide a “main street” for the community.

The proposed solution is to convert both Curtis Avenue and Pennington Avenue to two-way streets, applying elements to Pennington Avenue that will create a main street atmosphere, and

modifications to Curtis Avenue to make it more appealing as a route for commercial vehicle operators.

Ms. LaCour noted that the study team completed field reviews, collected traffic data and sought community input. The data was subsequently analyzed and helped generate preliminary solutions. The team also identified preferred solutions for further analysis. She presented proposed modifications to both streets and challenges associated with each of the alternates. Some of the challenges include loss of parking along Curtis Avenue, encouraging trucks to use Curtis Avenue while providing convenient access to businesses on Pennington, truck access to gas station at Pennington and Plum, etc.

In conclusion, she noted that the project is feasible but to be successful the community needs to accept that some commercial traffic is inevitable and some commercial property owners may need to give us some property and/or access. Next steps include a preliminary engineering study along Curtis Avenue, complete streets evaluation for Pennington, a parking study, and a financial feasibility study.

[PowerPoint: Curtis Avenue and Pennington Avenue Two-Way Study.pdf]

ATTENDANCE

Members

Armand Patella – Pi Corp (Chair)

Debbie Bowden – MD Dept. of Transportation Office of Freight/Multi-Modalism (MDOT) (Vice Chair)

Kwame Arhin – Federal Highway Administration (FHWA), MD Division

Louis Campion – Maryland Motor Truck Association (MMTA)

Lindsay Donnellon – FHWA, MD Division

Joe Greco – Maryland Port Administration (MPA)

Richard Johnson, Federal Motor Carrier Safety Administration (FMCSA)

Rick Johnson – Baltimore County Department of Economic Development

Marsha Kaiser – Parsons Brinkerhoff

Keith Kucharek - AECOM

Valorie LaCour – Baltimore City Department of Transportation

Jill Lemke – MPA

L’Kiesha Markley – State Highway Administration (SHA)

Parto Mazdeyasni – MPA

Roxane Mukai - Maryland Transportation Authority (MdTA)

Jon Scherman - Metropolitan Washington Council of Governments (MWCOG)

Dominic Scurti – MPA

Dennis Simpson – MdTA

Glenn Smith – MdTA

Kipp Snow – Anne Arundel Community College

Aaron Tomarchio, Sparrows Point Terminal, LLC

Russell Walto - MdTA

Ted Yurek - SHA

Staff and Guests

Bala Akundi – Baltimore Metropolitan Council (BMC)

Regina Aris - BMC

Charles Baber – BMC

Shawn Kimberly – BMC

Todd Lang – BMC

Brian Ryder – BMC