

## **FREIGHT MOVEMENT TASK FORCE**

December 15, 2022

10:00 to 11:30 P.M.

Virtual Meeting

### **SUMMARY**

#### **1. WELCOME & INTRODUCTIONS**

Mr. Tom Madrecki, chair of the Freight Movement Task Force (FMTF), began the meeting by thanking everyone for attending and continuing to provide support. Supply chain issues continue to be persistent and pertinent even though there seems to be light at the end of the tunnel. There are still a number of supply chain issues that remain across the U.S. and in the Baltimore region. Minutes to the previous FMTF meeting were approved with no comments or changes.

#### **2. ASSOCIATION OF AMERICAN RAILROADS (AAR)**

Ms. Luisa Fernandez-Willey, Assistant Vice President, Policy and Economics for the Association of American Railroads spoke on behalf of the organization. The AAR represents the interests of Class 1 Railroads across the U.S. as well as some Short Lines and Leasing Companies.

The AAR tracks 20 different commodities on a daily basis including coal, grain, autos and intermodal. In the month of November, carloads were down 0.9% from last year. However, carloads for coal were up 0.5% from last year. Coal is a main commodity moving in and out of Maryland. About 90% of coal is used for electricity generation. In 2020, coal numbers were way down due to many companies being shut down and not needing the electricity. With cold weather beginning, the current trend is expected to continue due to the demand for electricity.

Sixty percent of grain is for domestic use and is very stable. The remaining 40% is for export markets and is very volatile and is driven by trade policies. Huge peaks at the end of the year are generally due to seasonal needs for soy beans, corn and wheat. Grain carloads in November were down 3.0% from last year, but 2021 was a record breaking year, so overall, the numbers are still very good for 2022.

Industrial products are a combination of seven different commodities: chemicals, crushed stone, motor vehicles and parts, primary metal products, stone and glass products, metallic

ores, and pulp and paper products. The state of industrial products is a good indicator for how well manufacturing activity is doing.

Intermodal or the movement of containers and trailers was down 5.4% from last November. Intermodal is mostly containers (96%) versus trailers (4%). The reason for the decline is mostly because containers usually move consumer goods such as appliances, toys and clothes. The demand for consumer goods has been declining because many stores have a lot of inventory, inflation has reduced demand for certain goods, and people are spending money on services instead of products.

Gross Domestic Product showed an increase of 2.9% in the third quarter of 2022. This is close to the normal trends compared to 2020 when there were huge swings. AAR uses three main GDP forecasters. Fed Atlantic GDPNow, Fed Philadelphia, and the Wall Street Journal. These have large variations in forecasts and GDP tends to be more of an average.

The last Jobs Report by the Bureau of Labor and Statistics indicated 263,000 jobs were added. Most gains were in leisure and hospitality, health care and government. Employment declined in retail trade, transportation and warehousing.

In October of 2022, the Consumer Price Index was 7.7% higher than last year. This is the smallest year-over-year gain since January of 2022. The Federal Reserve increased interest rates in an effort to quell spending. Inflation peaked at 9.1% in October.

Freight rail in Maryland includes nine railroads (2 Class 1, 1 Regional, 6 Short Line). There are 932 rail employees and 8,200 retirees receiving benefits. The average wage and benefits package is about \$131,000 per employee.

There are approximately 259 miles of Short Lines in Maryland, 88 regional miles for the Wheeling & Lake Erie Railway, and 805 miles for CSX and Norfolk Southern. Commodities moved that originate in Maryland include 4.4 million tons per year, mostly consisting of waste and scrap, glass and stone, coal, intermodal and metallic ore. These commodities are transported on 76,000 carloads. Items terminating in Maryland include coal, other materials such as lumber and paper products, nonmetallic minerals and chemicals.

***[PowerPoint: Association of American Railroads to the FMTF]***

### **3. BALTIMORE COUNTY TRUCK PARKING STUDY**

Ms. D'Andrea Walker, Acting Director, Department of Public Works & Transportation for Baltimore County provided an update on the County Truck Parking Study. The Baltimore County Residential Truck Traffic Work Group (RTTWG) convened in September 2020 in an effort to develop solutions to community concerns with commercial vehicles traveling through residential neighborhoods in southeastern and southwestern Baltimore County. This group was established as a provision of Senate Bill 41 passed by the Maryland General Assembly in 2020.

The group evaluated the existing truck routes within the county and developed a map showing truck restricted roads. The group also identified preferred routes that trucks should take.

The RTTWG prepared a report that identified seven restricted roadways that were best suited for vehicle height monitoring and enforcement during the first phase of the study. The final report was presented to the County Council in August 2021. Enforcement of the seven locations required creation of local legislation.

Phase 2 was the implementation program. Fourteen cameras were purchased. Two cameras were required at each location. Some vehicles are considered exempt from monitoring enforcement and citations. These include school buses, public transit vehicles, emergency vehicles, trash and recycling trucks, utility and home energy vehicles and moving company trucks.

The county worked with the industry to communicate the intent of the program. Only warnings will be given at the beginning of the program. The county worked with the District Court since citations will be given and which could be argued in court.

#### **4. HARFORD COUNTY – RAIL IMPACT ON ECONOMIC DEVELOPMENT**

Mr. Robert Andrews, Administrator for Harford County Economic Development, presented details of freight rail on economic development in Harford County. Freight service in the county falls along the Northeast Corridor and is serviced by two Class 1 Railroads; Norfolk Southern and CSX. Between the two railroads, there are five sidings or spurs.

There are approximately 20 route miles of CSX rail in Harford County including two sidings. CSX services several businesses including COTY (230 employees and \$65 million annual income), ProForm Finishing Products (36 employees and \$40 million), and Tilly Lubricants (27 employees and \$30 million). The Riverside & Belcamp spur serves three companies with a total of 303 employees and revenues at \$135 million. Frito Lay has their own spur (950 employees and \$210 million income).

Norfolk Southern also has approximately 20 route miles of track in Harford County. There are three sidings including the rarely used Aberdeen Proving Ground (APG) siding which is for defense purposes. APG employs 21,000 civilians and military personnel.

The Clorox spur services Gordon Food (230 employees and \$52 million revenue) and the Clorox facility (181 employees and \$250 million revenue). The Clark Road spur services Havre de Grace Industrial Park, Plastipack (213 employees and \$187 million revenue), Elite Comfort Solutions (350 employees – no revenues available) and National Ammonia (4 employees and \$20 million revenue).

Not including APG, CSX and Norfolk Southern service companies that employ nearly 2,400 people and have an estimated yearly revenue of over \$905 million.

***[PowerPoint: Harford Freight Rail Profile]***

#### **5. PORT OF BALTIMORE DOLLARS FOR DRAYS PROGRAM**

Mr. Ed Mihalski, EcoLogix Group, presented the Port of Baltimore Dollars for Drays Program. The program team consists of the Maryland Department of Transportation, Maryland Port Administration, who founded the program, the Maryland Environmental Service, who manages the program, as well as EcoLogix Group, which administers the program.

The purpose of the program is to reduce air pollution and greenhouse gases associated with the transport of cargo to and from the Port of Baltimore. Funding for the program is currently available from the U.S. EPA Diesel Emissions Reduction Act.

The program provides up to \$30,000 toward the purchase of a newer truck that has a 2013 model year engine or newer. Participants must have an older truck with an engine between 1996-2006 that must be scrapped. Old trucks must be operational and used to transport cargo to/from the Port of Baltimore. Independent owner-operators and fleet owners that have owned the truck for at least one year are eligible to apply.

Applicants are required to submit a signed application along with a copy of a Transportation Worker Identification Card, the current title and registration, proof of insurance, photos of the truck license plates, and a letter of pre-approved financing for a new truck.

Applicants will receive a welcome package from the program. The package will contain a welcome letter, program certificate, program process guide, scrappage guide and checklist, and a truck purchase guide.

Once a new truck is identified, the applicant must supply the new truck's engine family number and Vehicle Identification Number (VIN). Once the new truck is approved, the applicant will need to provide a draft bill of sale and the old truck scrappage, including destroying the engine and cutting the chassis in half. MES will cut a check within five business days, in time to be used for the new truck purchase. Once the new truck is in-hand, the participant should follow-up with the new truck's bill of sale, title, and registration.

**[PowerPoint: Dollars for Drays]**

## **6. AGENCY UPDATES**

**Maryland Truck Parking Visualization Tool** - Mr. Youngmin Choi, Maryland Department of Transportation Innovative Programming Division, presented an update of the Maryland Truck Parking Visualization Tool. MDOT SHA began the truck parking program in 2000 by taking area counts and identifying problem areas. In 2010, MDOT SHA developed the Emergency Truck Parking Program, which allows trucks to park at designated Park-and-Ride lots during emergency events such as heavy snow. MDOT SHA began conducting truck parking surveys in 2012 and continued with manual counts which resulted in the development of the truck parking model to support Preliminary Engineering and National Environmental Policy Act studies on freight related projects. In 2020 a truck parking study was completed to identify clusters and hotspots of parked trucks. MDOT analyzed available property for potential truck parking locations and built upon that analysis in 2021 by assessing the feasibility of Public/Private Partnerships using state owned property to provide truck parking. And finally, in 2022, the truck parking visualization tool was developed.

The 2020 truck parking study identified the top priority area in need of truck parking. The top areas identified in the study include the I-95 Welcome Center in Howard County, the I-70 South Mountain Welcome Center in Frederick County and the area around the Port of Baltimore. Other priority areas were identified throughout the state.

The truck parking visualization tool is intended to be a cost effective method to monitor/collect truck parking data and to be a tool to highlight truck parking issues to freight stakeholders. The data source for the visualization tool was the 2018-2021 truck probe, which collected truck speeds, locations and parking duration in six regions and 16 truck stops.

The benefits of the visualization tool include broad coverage of all public/private parking across Maryland. The tool provides continuous data including time of day, day of week and even seasonal effects. The tool monitors vehicle weight class, parking duration, trucker preference (truck weigh and inspection stations, truck stops, etc.), emergency parking and adverse weather conditions. Currently there are four years of data available with two more years coming shortly (2022-2023).

There are several things to note regarding the visualization tool. The probes only provide a rough idea of facility utilization, the sample data is not suitable for tracking a parking demand pattern over time, the expansion ratios are not designed for traffic engineering analysis, and the tool is not intended to be used for enforcement.

**Critical Urban Freight Corridors (CUFC)** - Mr. Choi also provided an update on the Critical Urban Freight Corridor (CUFC) mileage designation plan. The Fixing America's Surface Transportation Act (FAST Act) established the National Highway Freight Program to direct federal resources and policies to improve the National Freight Network.

Under the FAST Act, specific requirements had to be met to designate CUFC's. The corridor had to be in an urbanized area, must connect an intermodal facility to the interstate system, must serve as a major freight generator, logistics center or warehouse land, and it is important to the movement of freight within the region. Under the FAST Act, Maryland was permitted to designate 75 miles of CUFC.

Under Maryland's 2017 Strategic Goods Movement Plan, seven MPO's designated the 75 miles in Maryland, including 25 miles in the Baltimore region.

Under the new Infrastructure Investment and Jobs Act the state's mileage cap for CUFC doubled to 150 miles and increased to 300 miles for Critical Rural Freight Corridors. MDOT SHA is beginning to coordinate with the seven Maryland MPO's to evaluate expansion opportunities for additional CUFC mileage.

In order to identify data for each highway segment being considered based on the CUFC criteria, several factors including Annual Average Daily Truck Traffic and proximity scores were used. A database to support the decision making process was developed. Proximity score is a weighting factor based on how close the roadway segment is to each freight generator, infrastructure and facility.

***[PowerPoint: Truck Parking Tool and CUFC]***

## **ATTENDANCE**

### ***Members and Guests:***

Robert Andrews, Harford County Economic Development  
Louis Campion, Maryland Motor Truck Association (MMTA)  
Youngmin Choi, Maryland Department of Transportation (MDOT) Innovative Programming Division  
Angelica Daniel, Baltimore County DPW&T  
Cecelia Donovan, Ecologix Group  
Richard Easley, E-Squared  
Dan Janousek, MDOT  
Rick Johnson, Baltimore County Department of Economic and Workforce Development  
Tom Madrecki, Consumer Brands Association  
L'Keisha Markley, MDOT  
Parto Mazdeyasni, MDOT Maryland Port Administration (MDOT MPA)  
Ed Mihalski, Ecologix Group  
Roxanne Mukai, Maryland Transportation Authority (MDTA)  
Armand Patella, MMTA  
Anthony Russell, Baltimore County DPW&T  
Kip Snow, Community Colleges of Baltimore County  
Daniel Spack, Ecologix Group  
Reidel Vichot, University of Delaware  
D'Andrea Walker, Baltimore County DPW&T  
Luisa Fernandez-Willey, Association of American Railroads

### ***BMC Staff:***

Regina Aris, Baltimore Metropolitan Council (BMC)  
Bala Akundi, BMC  
Charles Baber, BMC  
Blake Fisher, BMC  
Zach Kaufman, BMC  
Keith Kucharek, BMC  
Anna Marshall, BMC  
Ed Stylc, BMC