

SHA / MDTA FREIGHT IMPLEMENTATION PLAN



Presentation to the Freight Movement Task Force
June 16, 2011

Purpose of the Study

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The SHA/MDTA Freight Implementation Plans will serve as a guide for planning and project development and provide direction for future transportation investments to enhance the safe and efficient movement of freight.

Freight Planning Process

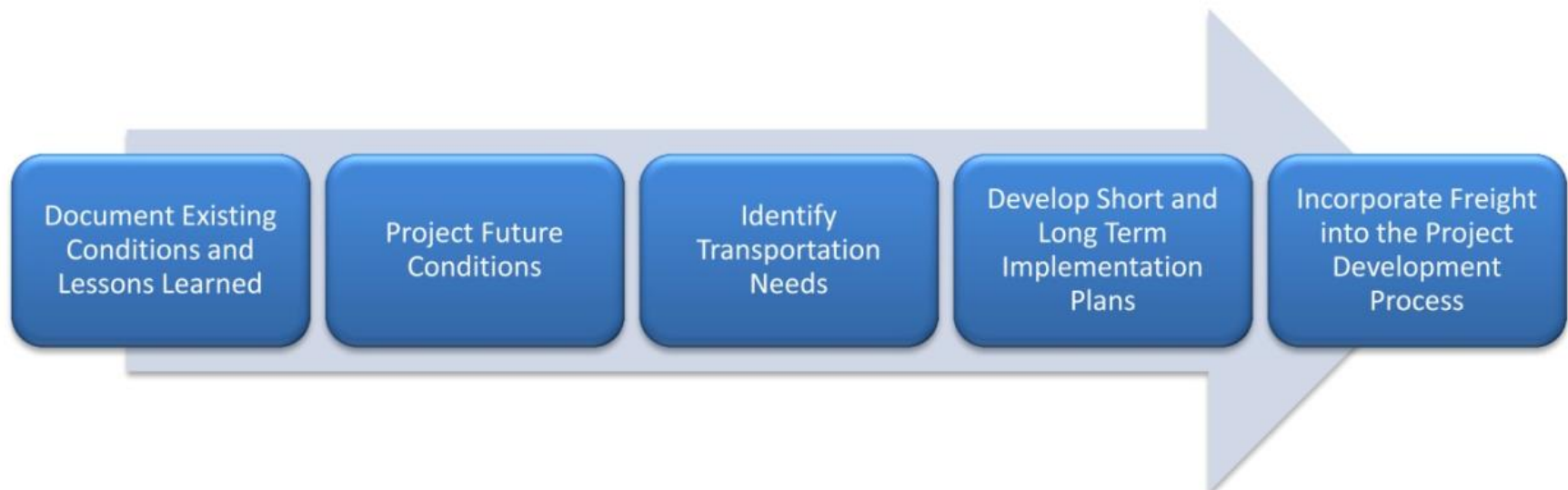
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- Build on previous efforts by MDOT and other state and local agencies
- Document lessons learned by other agencies
- Document existing and projected freight demand on the network
- Identify a range of transportation needs related to freight
- Conduct interviews with internal and external stakeholders
- Develop a process to incorporate freight planning in the project development process

Freight Planning Process

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- Identify potential short and long term projects that could address freight needs
- Apply screening criteria to identify most beneficial projects
- Work with stakeholders to identify priorities
- Evaluate projects and apply Measures of Effectiveness
- Develop short term and long term implementation plans



Possible Screening Criteria

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Project could...

- Help manage congestion and delay for trucks
- Help reduce truck crashes
- Improve geometric deficiencies that inhibit safe or efficient truck movement
- Reduce community impacts caused by truck traffic
- Improve connectivity or provide a redundant route
- Benefit motor carrier enforcement and safety efforts
- Address need for overnight truck parking



Activities Complete or Underway

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- Existing conditions data collection
 - ▣ Previously identified projects (HNI, Priority Letters)
 - ▣ Maryland truck routes and truck parking locations
 - ▣ Intermodal facilities and distribution centers
- Review of freight plans from other agencies to understand lessons learned
- Travel forecasts based on FAF-3 commodity flows and regional models
- Internal and external stakeholder interviews
- Truck parking study at I-95/MD 32 Welcome Center

Case Studies/Lessons Learned

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- National Capital Region Freight Plan
- Delaware Freight and Goods Movement Plan Technical Report
- New Jersey Comprehensive Statewide Freight Plan
- Minnesota Statewide Freight Plan
- California Goods Movement Action Plan



Case Studies/Lessons Learned

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- ❑ Geometric constraints
- ❑ Operational and safety concerns
- ❑ Supply chain connectivity
- ❑ Community and land use planning
- ❑ Environmental impacts
- ❑ System preservation challenges due to future growth and lack of funding

Case Studies/Lessons Learned

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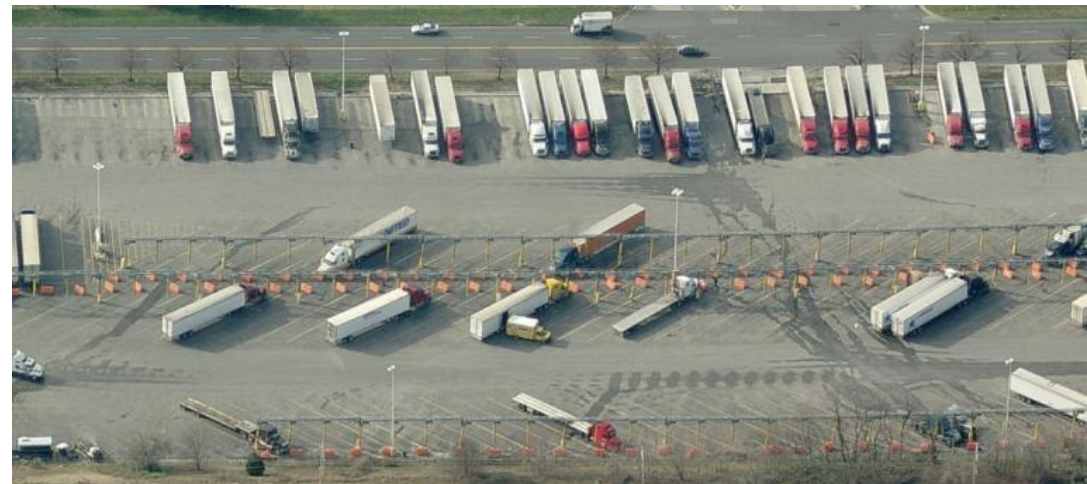
- Improve the condition, connectivity, and capacity of statewide infrastructure
- Enhance operational performance
- Improve safety
- Integrate freight into transportation planning and investment decisions



Case Studies/Lessons Learned

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- Strengthen partnerships to address significant freight issues
- Streamline and improve effectiveness of regulatory activities
- Include appropriate stakeholders in all phases of freight planning and design



Internal Stakeholders (to date)

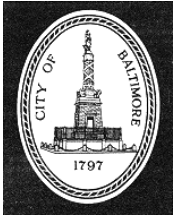
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- SHA Districts 1-7
- SHA Motor Carrier Division
- FHWA – DelMar, Delaware Division
- MDTA Facility Administrators:
 - ▣ John F. Kennedy Memorial Highway (I-95) and Thomas J. Hatem Memorial Bridge (US 40)
 - ▣ William Preston Lane, Jr. Memorial Bridge (Chesapeake Bay Bridge)
 - ▣ Governor Harry W. Nice Memorial Bridge
 - ▣ Francis Scott Key Bridge
 - ▣ Baltimore Harbor and Fort McHenry Tunnels
- MDTA Police



Internal Stakeholders (to date)

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- Baltimore City
- Carroll County
- Charles County
- Prince George's County
- Harford County
- Cecil County
- Baltimore County
- Frederick County
- Anne Arundel County
- Wicomico County



Internal Stakeholder Comments

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- ❑ Maryland Statewide Freight Plan not well known
- ❑ Lack of overnight truck parking
- ❑ Trucks parked on shoulders and ramps unsafe and damaging to roadway
- ❑ Geometric constraints at some ramp termini and other locations
- ❑ Need for additional virtual weigh stations and PrePass facilities
- ❑ GPS data provided to truckers is inaccurate

External Stakeholder Interviews

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- Maryland Motor Truck Association
- The Terminal Corporation
- Picorp Inc.
- McCormick
- Perdue AgriBusiness
- Perdue Farms
- Baltimore Development Corporation



External Stakeholder Comments

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- Do not oppose new tolls on facilities as long as untolled roadways are still available for use by trucks
- Support the use of technologies such as virtual weigh stations and PrePass to increase efficiency for compliant trucking companies



External Stakeholder Comments

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- ❑ Cooperation between agencies, jurisdictions & private industry is necessary to ensure connectivity along freight corridors
- ❑ Lack of overnight truck parking
- ❑ There is not enough existing trucking capacity (drivers and equipment) to accommodate anticipated increases in freight shipping



Next Steps

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- ❑ Conduct freight workshop – Fall 2011
- ❑ Identify and prioritize improvement projects
- ❑ Expand truck parking study
- ❑ Develop improvement concepts and preliminary cost estimates
- ❑ Draft short and long term implementation plans
- ❑ Develop a freight planning process that MDTA and SHA can use for future projects