



Maryland Freight Planning

BRTB Freight Movement Task Force Meeting

Updating MDOT Strategic Goods Movement Plan

Identifying Critical Urban and Rural Freight Corridors

MDOT Key Freight Themes

- Meeting MAP-21 & FAST Act Requirements
- National Highway Freight Program
- National Multimodal Freight Policy
- **MDOT Strategic Goods Movement Plan**
- **Critical Urban and Rural Freight Corridors**

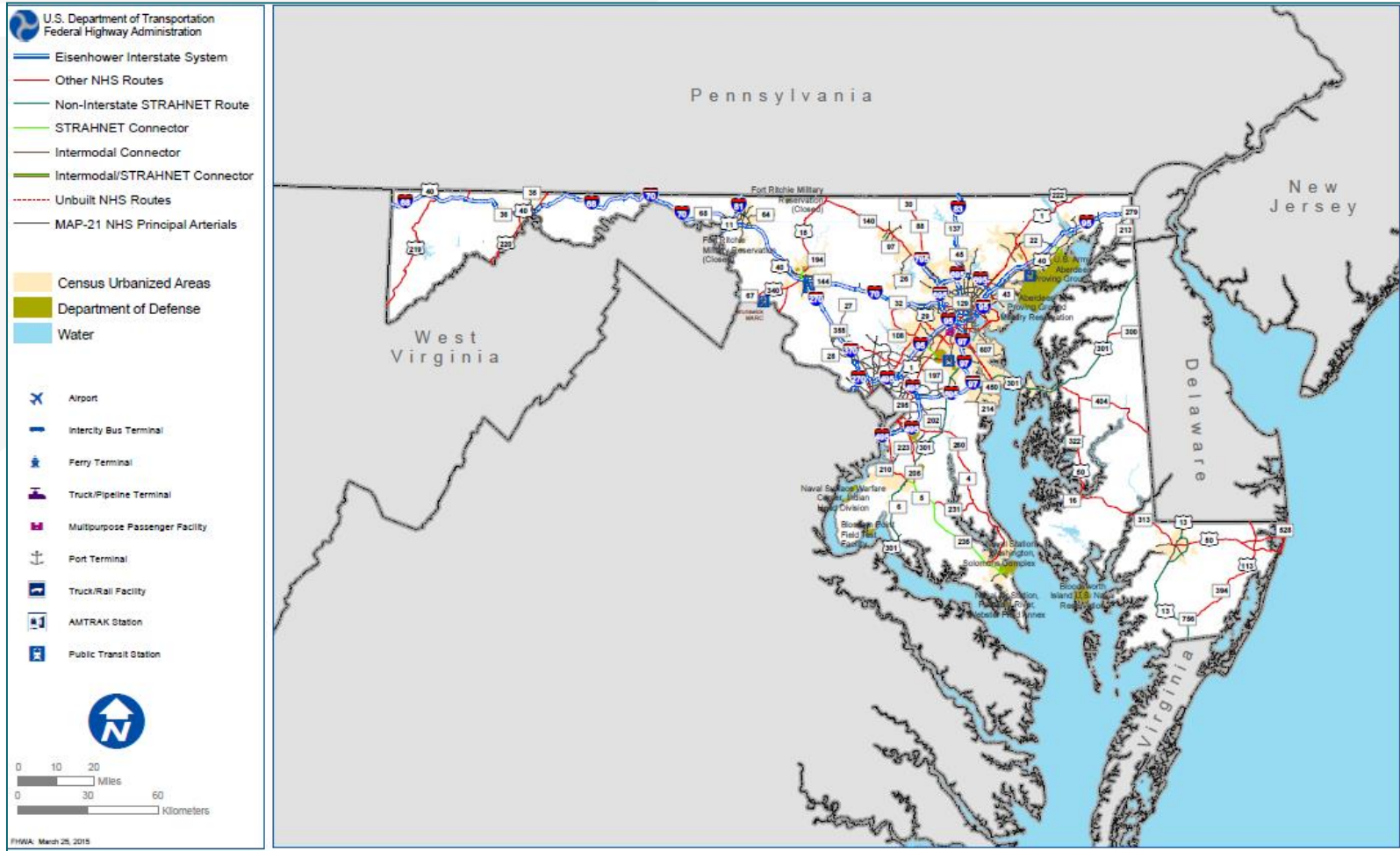
MDOT Freight Plans

- Statewide Freight Plan (SFP) 2009
 - » Identified 100 projects costing over \$35 billion
- Strategic Goods Movement Plan (2015)
 - » Identified freight policy over the next 5 years (per MAP-21)
- Strategic Goods Movement Plan Update
 - » Freight Investment Plan (per FAST Act and MAP-21)
 - » Performance standards (per FAST Act and MAP-21)
 - » FAST Act requirements
 - Primary highway freight network, critical freight corridors

FAST Act Requirements 2015

- Update Strategic Goods Movement Plan to be FAST Act and MAP-21 Compliant
- National Highway Freight Network NHFN
- Primary Highway Freight System PHFS
- Non-PHFS Interstate Routes
 - » Critical Urban Freight Corridors (CUFC)
 - » Critical Rural Freight Corridors (CRFC)

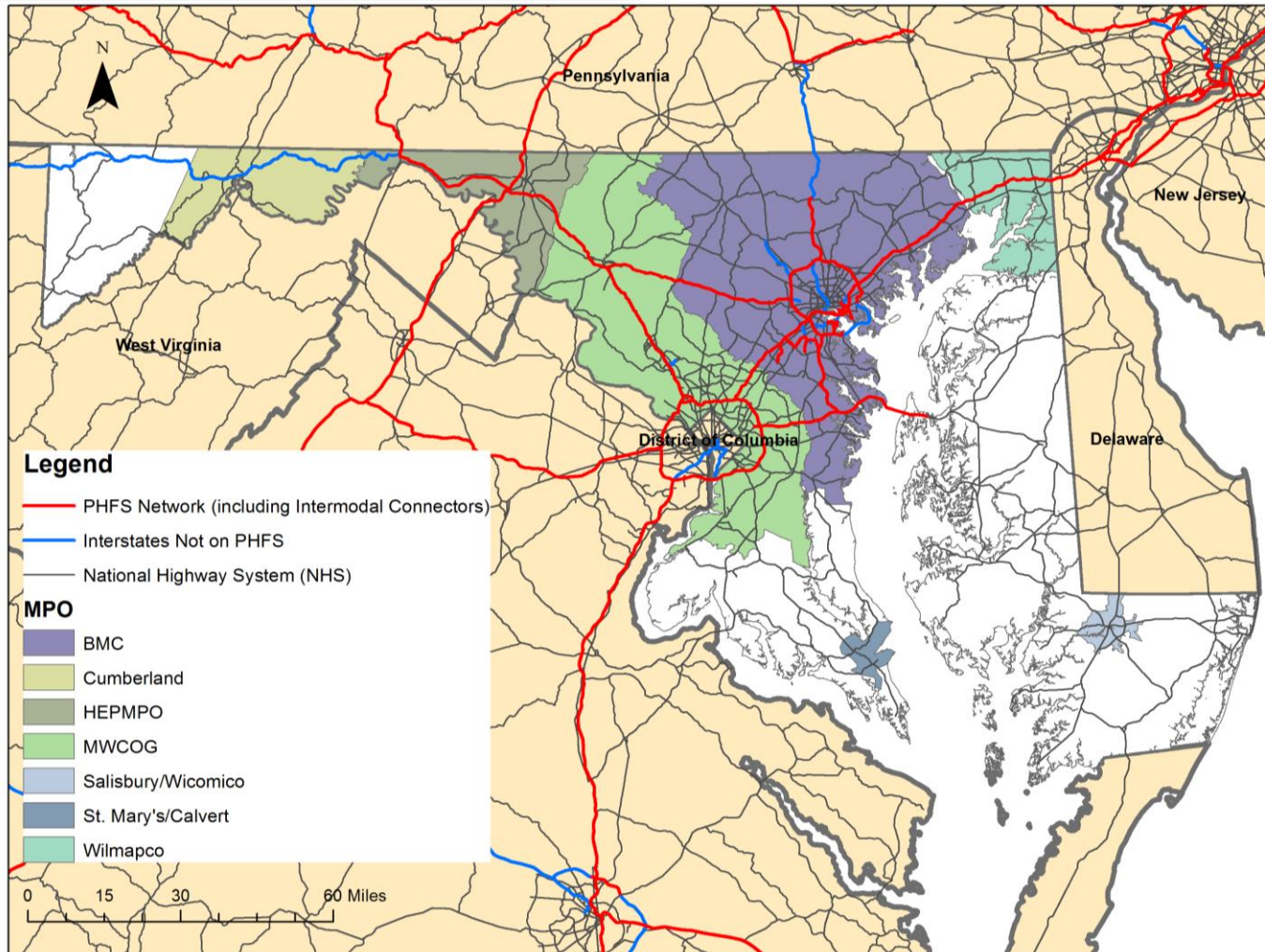
National Highway System



Primary Highway Freight System



Metropolitan Planning Areas



Critical Urban Freight Corridors

- Supported by MPOs
- Connects an intermodal facility to the PHFS or Interstate Highway
- Located in corridor of a route on the PHFS and provides redundancy
- Serves a major freight generator, logistics center, or manufacturing/warehouse
- 75 Mile Limit

Critical Rural Freight Corridors

- Principal arterial roadway with minimum 25% of the AADT in trucks class 8 to 13
- Identify access points to energy exploration, development, installation, or production areas
- Connections to Primary Highway Freight System or Interstate from facilities that handle more than 50,000 20-foot equivalent units a year or 500,000 tons per year of bulk commodities
- 150 Mile Limit

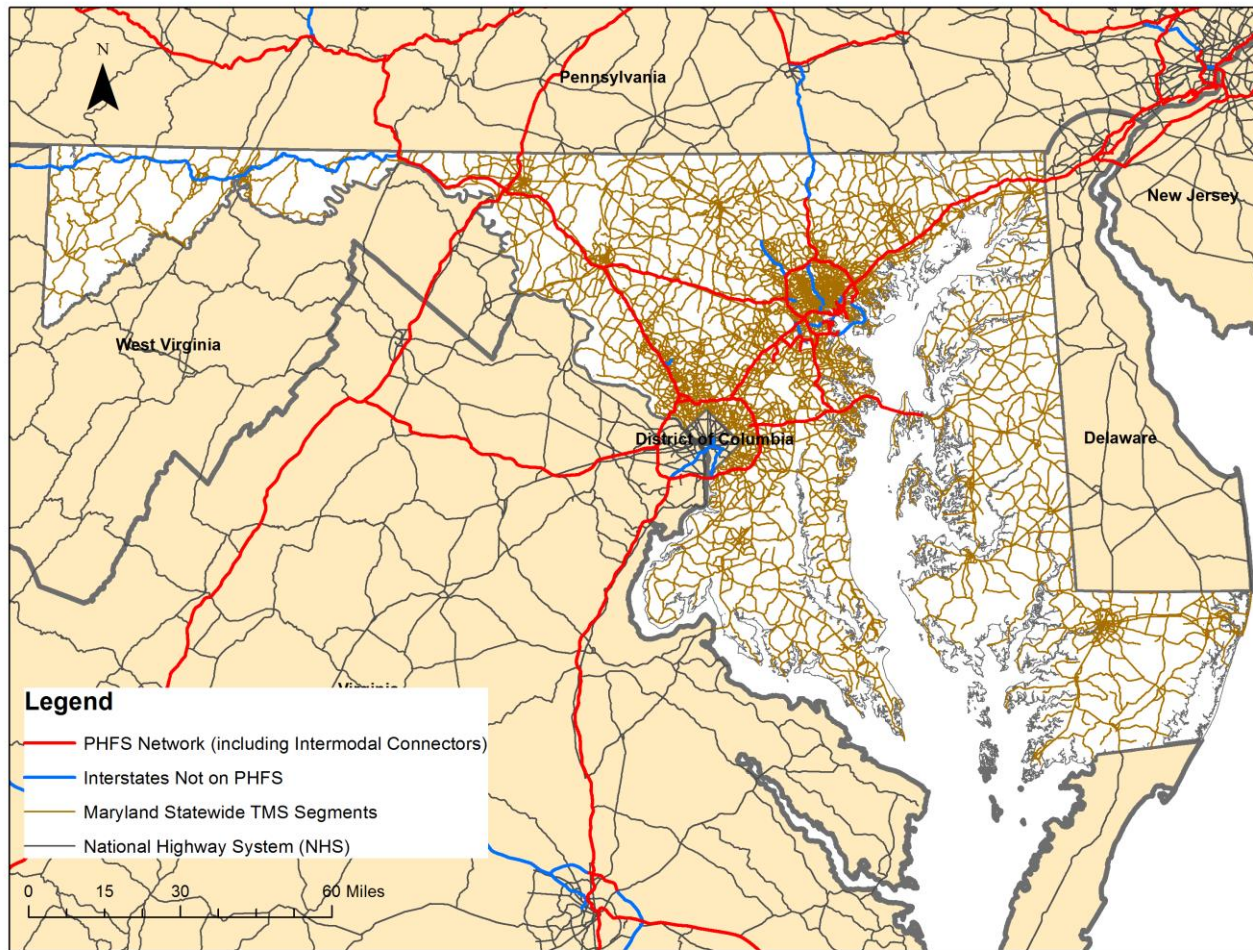
Critical Rural Freight Corridors

- Provides access to
 - » grain elevator
 - » agricultural facility
 - » mining facility
 - » forestry facility
 - » intermodal facility
- Connects an international port of entry
- Provides access to significant air, rail, water or other freight facilities
- Is vital to efficient movement

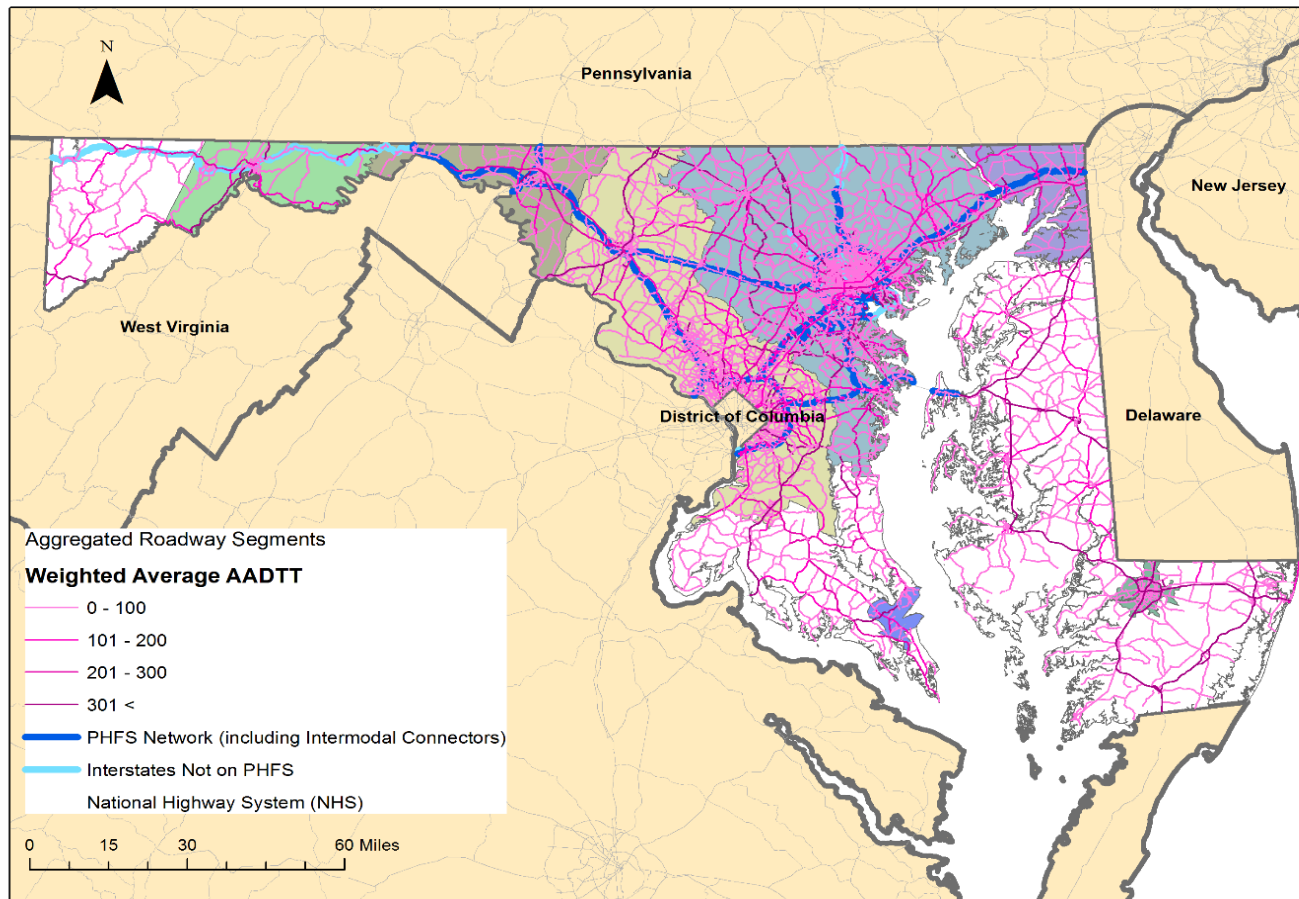
Corridor Priority Tool Steps

- Started with the Maryland Highway Network
- Established metrics for the following:
 1. Truck AADT
 2. Access to freight-dependent businesses
 3. Access to intermodal facilities
 4. Key regional corridors with illegal truck parking
- Select priority urban and rural critical corridors for consideration

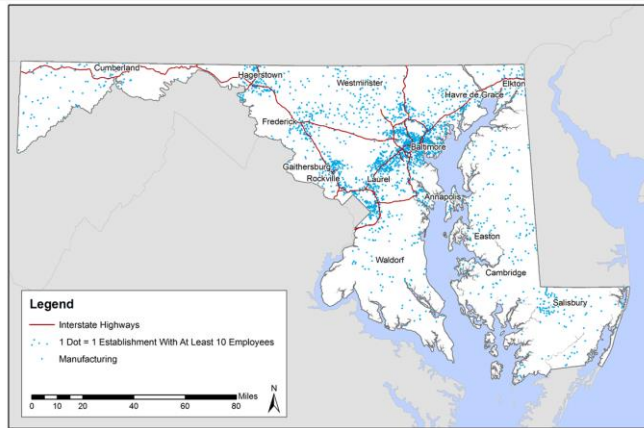
Maryland Roadway Network



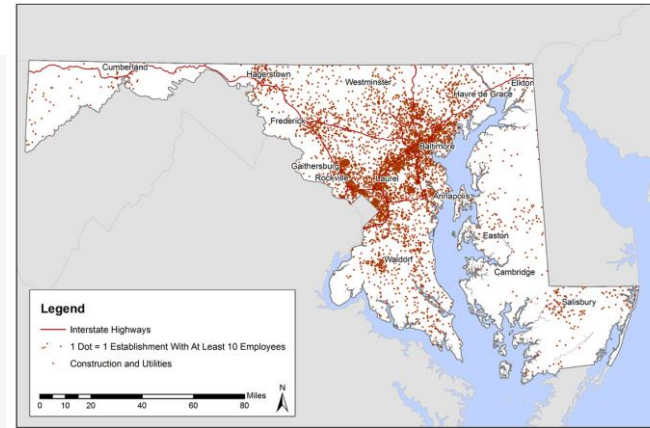
Average Annual Daily Trucks



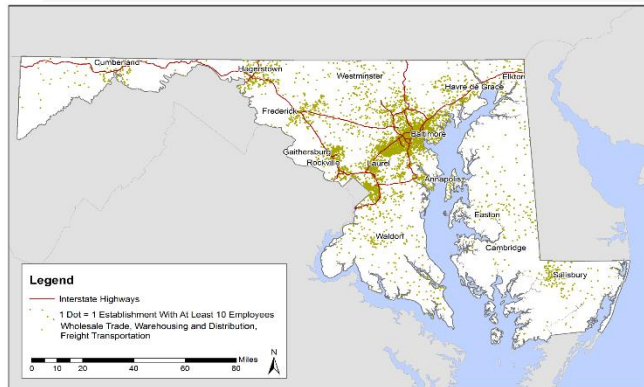
Access to Freight Employment



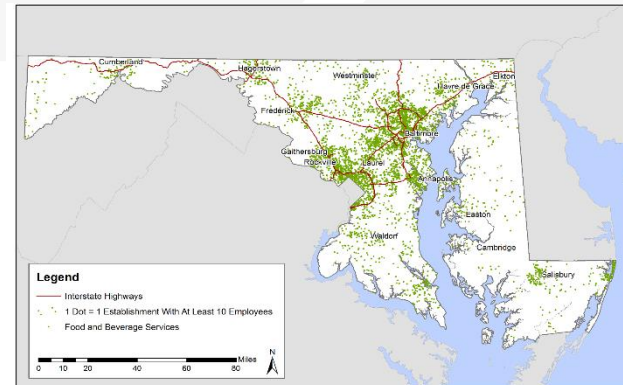
Manufacturing



Construction & Utilities



Wholesale Trade, Warehousing

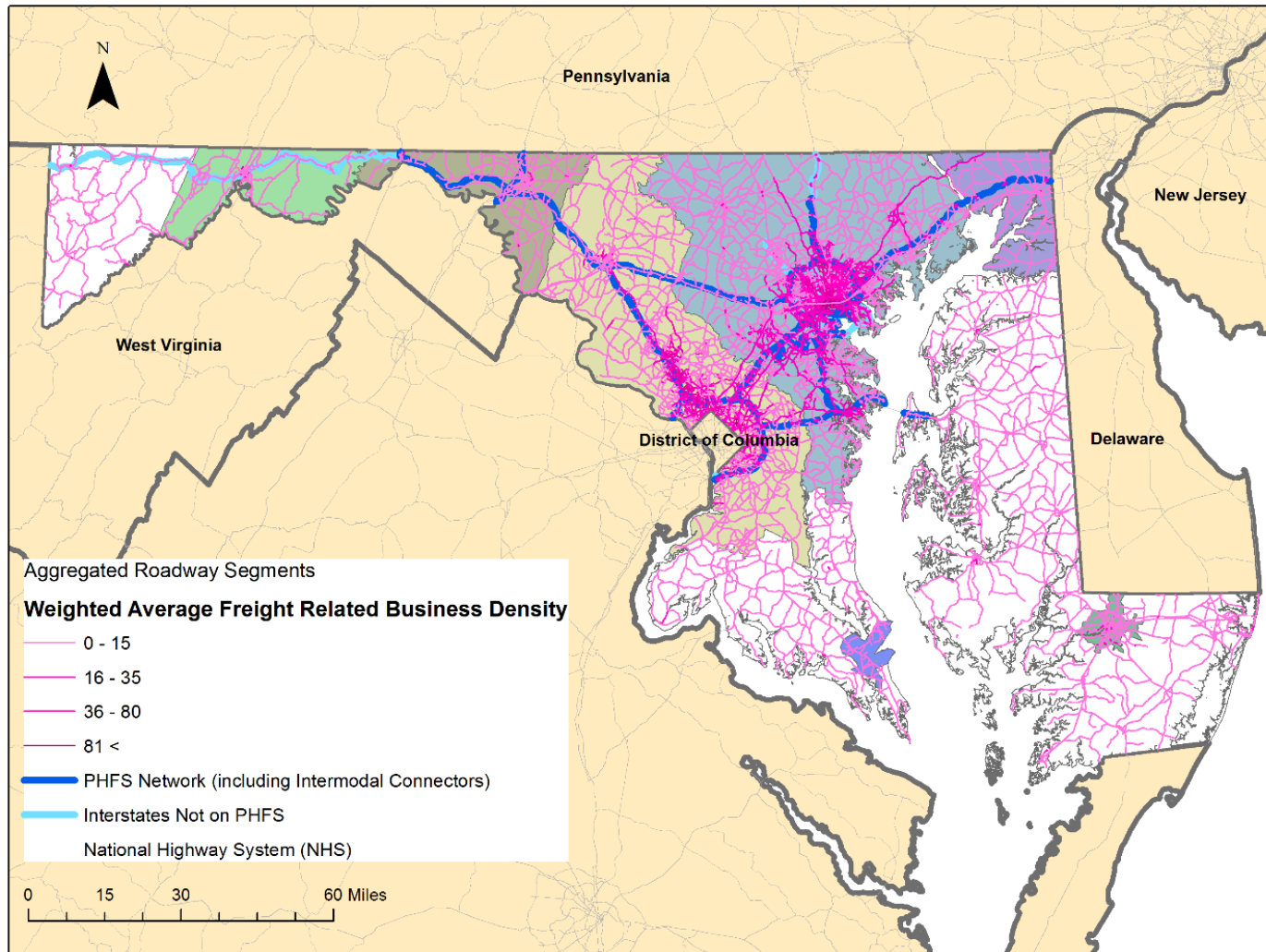


Food and Beverage Services

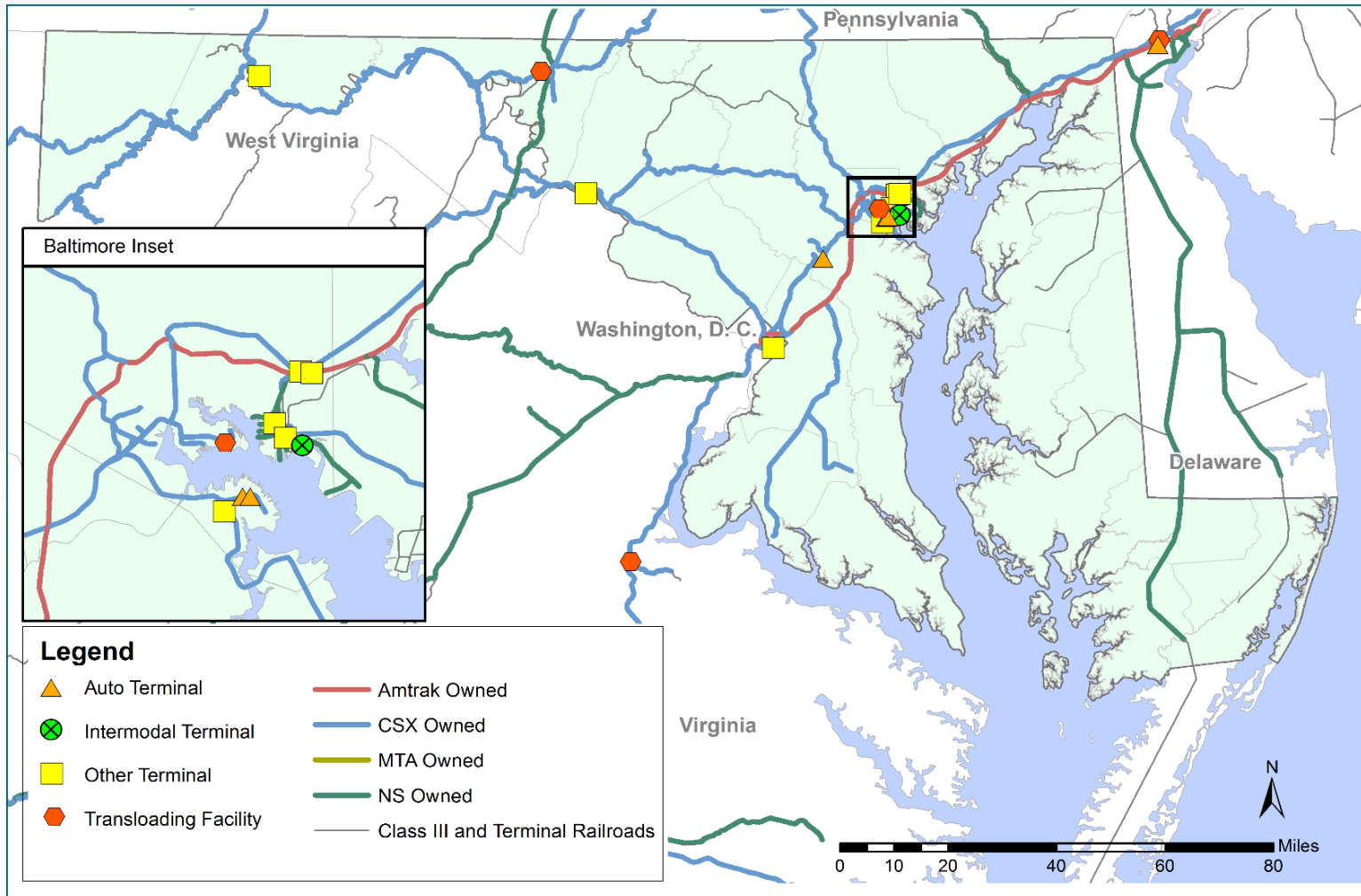
Freight Density Methodology

- US Economic Census 2012
- County business patterns database
- North American Industry Classification (NAICS)
- 10 or more employees, by zip code
- # employees/square acres = FRT density
- Assigned FRT density score by segment

Freight Business Density



Access to Intermodal Facilities



Key Corridor Networks

- Regional corridors carrying the most traffic
- Reducing illegal truck parking
- Based on annual survey results
- Proximity to deficient truck parking areas

MPO Top Concerns

- Last mile/First Mile considerations
- Understanding the Supply chain in Maryland
- Connectivity to National Highway Freight Network
 - » Southern MD
 - » Eastern Shore
- Tying into other States SFP (i.e., DeIDOT) and the critical Maryland routes they identify
- Illegal Truck Parking

Next Steps

- Identify Draft priority critical freight corridors
- Modal/TBU Administrations Mtg Feb 10
- State Freight Advisory Committee Mid - Feb
- Meet with MPOs in March
- Finalize critical freight corridors
- Develop project lists
- Update Strategic Goods Movement Plan

Contact

Ms. L'Kiesha Markley

Assistant Division Chief / Freight Planning Coordinator
MDOT – State Highway Administration
Office of Planning and Preliminary Engineering
Innovative Planning and Performance Management Division
(410) 545-5565
Imarkley@sha.state.md.us

Mr. David O. Willauer

Senior Freight Project Manager
Cambridge Systematics, Bethesda Office
(240) 515-5223
dwillauer@camsys.com