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
Metropolitan Planning Areas

Legend
- PHFS Network (including Intermodal Connectors)
- Interstates Not on PHFS
- National Highway System (NHS)

MPO
- BMC
- Cumberland
- HEPMPO
- MWCOC
- Salisbury/Wicomico
- St. Mary’s/Calvert
- Wilmacpo

0 15 30 60 Miles
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

[Map showing Aggregated Roadway Segments with Weighted Average AADTT categories: 0 - 100, 101 - 200, 201 - 300, 301 <. Legend includes PHFS Network (including Intermodal Connectors), Interstates Not on PHFS, National Highway System (NHS).]
Access to Freight Employment

Manufacturing

Wholesale Trade, Warehousing

Construction & Utilities

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., DelDOT) 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

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