# TPB Freight Program Update

Freight around the Region
Regional Freight Plan
Draft Regional Freight Network

# DRAFT Freight Plan Outline

| Section | Purpose(s) | Key Points | Data Sources |
|---|---|---|---|
| **1.0 Introduction** | ❑ Establishes the importance of freight<br>❑ Describes federal planning requirements<br>❑ Describes how TPB is addressing freight | ❑ History of region<br>❑ Freight is critical to economic prosperity<br>❑ Freight enables a high quality of life<br>❑ Freight also has societal costs | |
| **2.0 Demographic & Economic Profile** | Describes the factors causing freight demand | ❑ People and businesses are key drivers of freight<br>❑ Increasing wealth drives freight<br>❑ "Freight Generating Industries" | ❑ US Census Bureau<br>❑ US Bureau of Labor Statistics<br>❑ MWCOG |
| **3.0 Freight Demand** | Describes how the demand for freight is expressed in terms of commodities, mode of transport, origins & destinations, tonnage, and value | Analysis of:<br>❑ Commodities<br>❑ Modes<br>❑ Origins & destinations<br>❑ Direction<br>❑ forecasts | FAF3 |

# DRAFT Freight Plan Outline

| Section | Purpose | Key Points | Data Sources |
|---|---|---|---|
| **4.0 Multimodal Freight Transportation System** | Provides an inventory of the region's freight transportation system assets | <u>Trucks / Highway Network</u><br>❑ Types of trucks and trailers<br>❑ Regional freight network<br>❑ Pavement condition<br>❑ Congestion levels<br>❑ Safety<br>❑ Parking facilities<br><u>Trains / Rail Network</u><br>❑ Types of trains and cars<br>❑ Description of railroads operating in the region<br>❑ Rail yards and intermodal facilities<br>❑ Rail network<br>❑ Shared use with passenger rail<br><u>Air Cargo</u><br>❑ Cargo planes vs. belly cargo<br>❑ Regional cargo airports<br>❑ Competition with other major cargo airports<br><u>Marine Cargo</u><br>❑ Major nearby ports<br>❑ Limited barge operations | ❑ FAF3<br>❑ MWCOG<br>❑ Virginia Multimodal Freight Study<br>❑ Virginia Multimodal Freight Plan<br>❑ Maryland Freight Plan<br>❑ DC Freight Plan<br>❑ SHA<br>❑ MDOT<br>❑ VDOT<br>❑ DDOT<br>❑ CSX<br>❑ NS<br>❑ US Census Bureau<br>❑ FARS<br>❑ FRA<br>❑ FMCSA |

# DRAFT Freight Plan Outline

| Section | Purpose(s) | Key Points | Data Sources |
|---|---|---|---|
| **5.0 Issues and Challenges** | Identifies and discusses important regional freight issues and challenges | Issue Categories<br>❑ Freight system preservation and maintenance<br>❑ Congestion<br>❑ Safety<br>❑ Environment<br>❑ Accommodating growth<br>❑ Land Use<br>❑ Freight Planning Coordination<br>❑ Funding | ❑ TPB Freight Subcommittee<br>❑ MWCOG<br>❑ DC Freight Plan<br>❑ Maryland Freight Plan<br>❑ Virginia Multimodal Freight Study<br>❑ Virginia Multimodal Freight Plan |
| **6.0 Freight Performance Measures** | Identify regional freight performance measures | ❑ MAP-21<br>❑ Data collection<br>❑ Proposed Measures | ❑ FHWA<br>❑ TRB<br>❑ MDOT<br>❑ DDOT<br>❑ VDOT<br>❑ OIPI |

# DRAFT Freight Plan Outline

| Section | Purpose(s) | Key Points | Data Sources |
|---------|-----------|------------|--------------|
| **7.0 Freight Project Database** | Identifies planned projects beneficial to freight | Table of projects with descriptions | ❑ TPB Freight Subcommittee<br>❑ TPB CLRP<br>❑ Maryland Freight Plan<br>❑ Maryland Draft Rail Plan<br>❑ Virginia Multimodal Freight Study<br>❑ Virginia State Rail Plan<br>❑ CSX<br>❑ NS |
| **8.0 Findings, Recommendations, and Next Steps** | Describe what the region should do from a "freight" perspective | To be developed | TPB Freight Subcommittee |

# DRAFT Regional Freight Issues

**See Handout**

# DRAFT Regional Freight Network

**Regional Freight Network Hierarchy**

| Level | Description |
|-------|-------------|
| **Primary** | ❑ Highest volumes<br><br>❑ Part of the National Network<br><br>❑ "Through" trucks<br><br>❑ How trucks typically enter and leave the region |
| **Secondary** | ❑ Allows trucks to permeate the region<br><br>❑ Provides access to important freight generators and attractors |
| **Connector** | ❑ Last mile connectivity |

**For Performance Measurement – not "truck routes"**

# DRAFT Regional Freight Network

**Primary Freight Network**
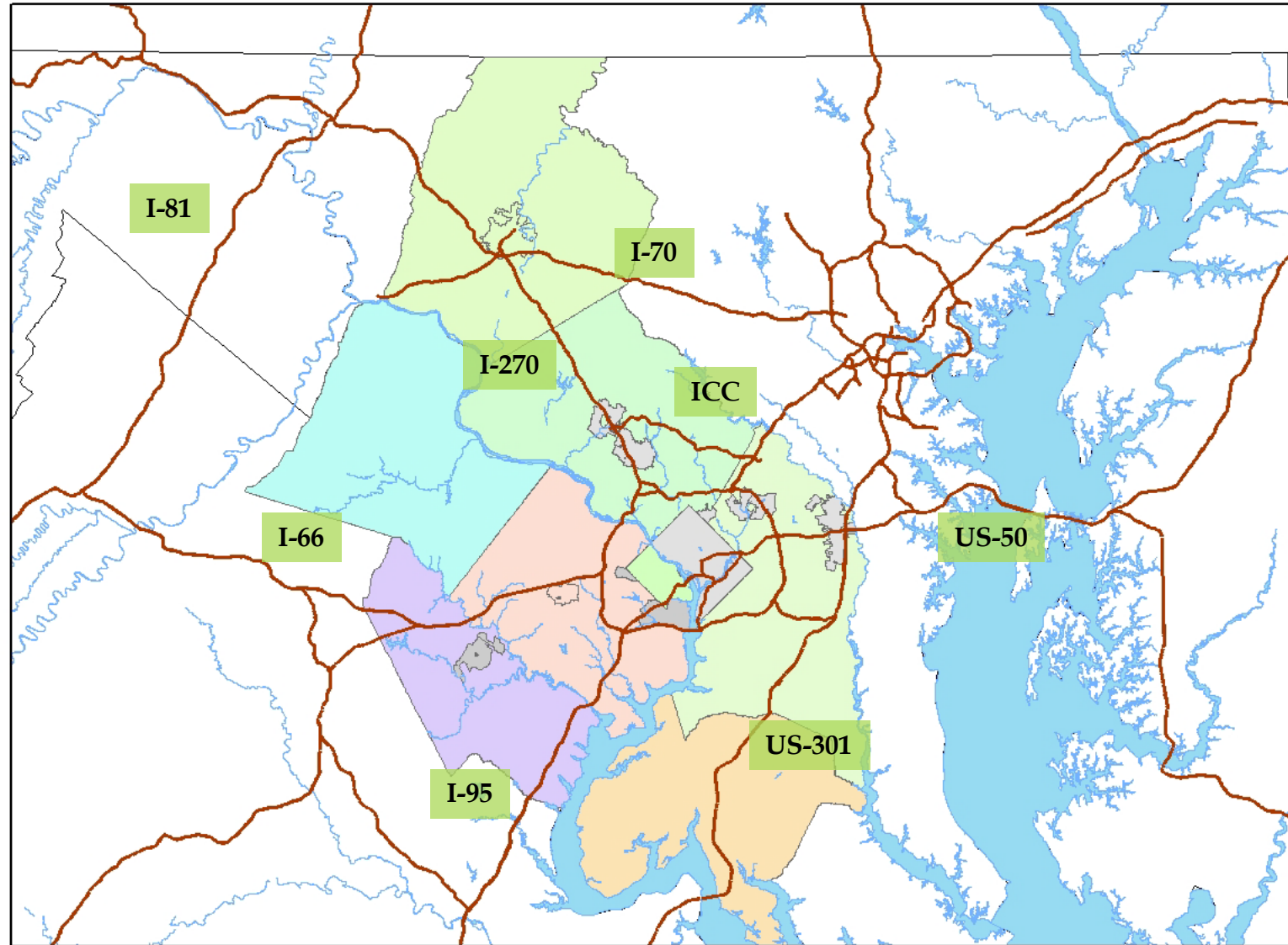
# DRAFT Regional Freight Network

**Secondary Freight Network**
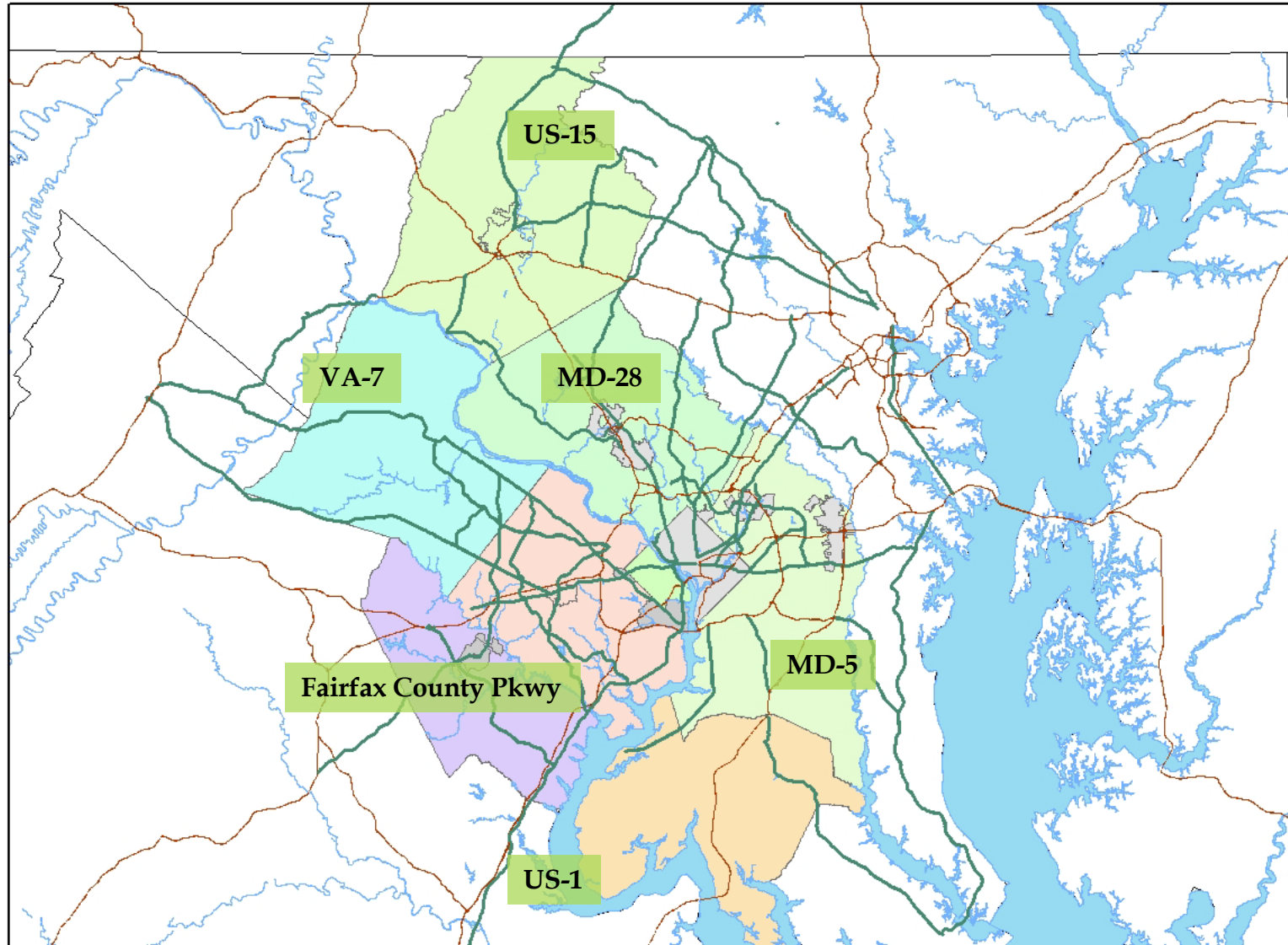
# DRAFT Regional Freight Network

**Freight Connectors**
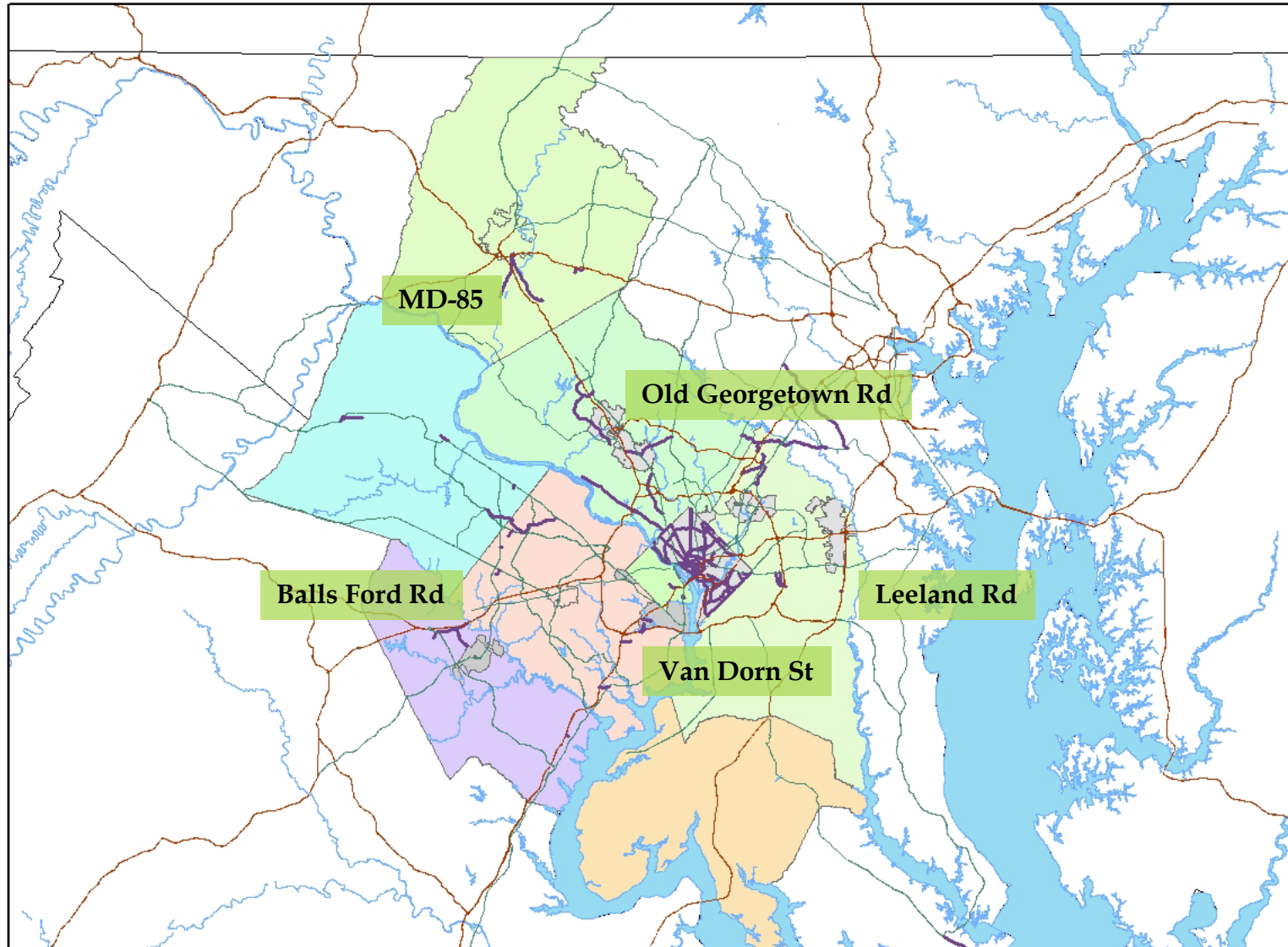
# DRAFT Regional Freight Network

**Frederick County Area**

# DRAFT Regional Freight Network

**Frederick County Area**

| Route | Reason(s) for inclusion | Route | Reason(s) for inclusion |
|---|---|---|---|
| I-70 | USDOT Primary Freight Network; Maryland Truck Route | MD-75 | Provides truck link between cement plant in Union Bridge and I-70 |
| I-270 | USDOT Primary Freight Network; Maryland Truck Route | MD-85 | Provides truck link to industrial and warehouse area southwest of I-70/I-270 |
| US-15 | Connects I-70/I-270 in Frederick to the Harrisburg, PA area – Connects Frederick to MD 28 which is the only viable truck route between Rockville and Frederick County south of I-70 | MD-26 | Provides truck link between Baltimore and Carroll Counties and Frederick |
| US-340 | Maryland Truck Route | MD-355 | Provides truck link to freight facilities south of I-70 |
| MD-140 | Provides truck link between Baltimore and Carroll Counties and US-15 | Intercoastal Dr. | Trucks use MD-75, W Baldwin Rd, and Intercoastal Dr to reach the large Costco distribution center just south of I-70 |

# DRAFT Regional Freight Network

**Loudoun County Area**
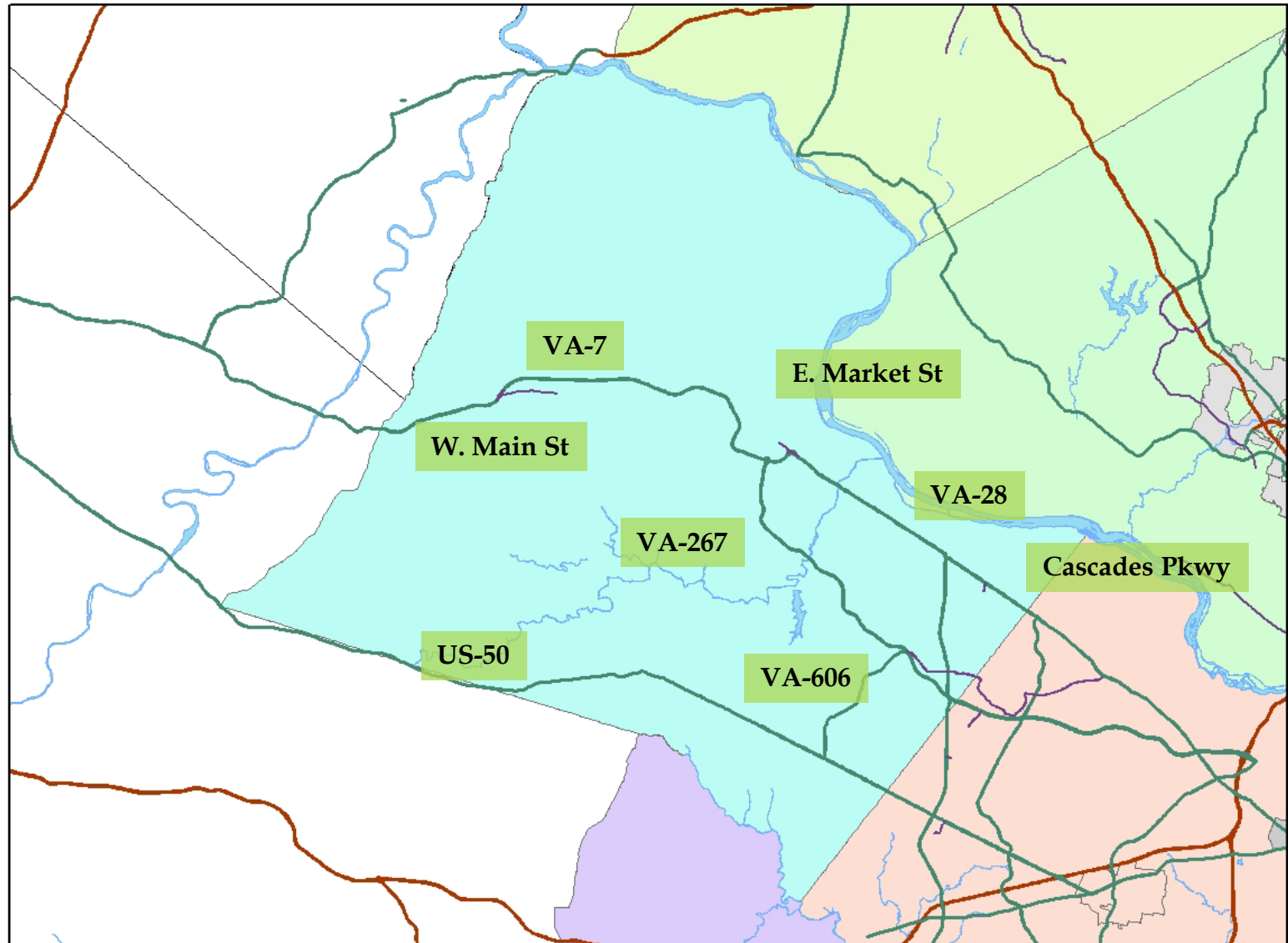
# DRAFT Regional Freight Network

**Loudoun County Area**

| Route | Reason(s) for inclusion | Route | Reason(s) for inclusion |
|---|---|---|---|
| US-50 | Provides alternate access to Dulles Airport and access to Arcola and Chantilly industrial areas | VA-267 | STAA Virginia access route – connects Leesburg, Dulles Airport, Reston/Herndon, and I-495 |
| VA-7 | STAA National Network (western Loudoun County), STAA Virginia Qualifying Highway (eastern Loudoun County to I-495). Connects Winchester to Loudoun and Fairfax counties | VA-28 | STAA Virginia Qualifying Highway between VA-7 and I-66 and between VA-234 and US-29 |
| W. Main Street (Purcellville) | STAA Virginia access route | VA-606 | Links warehouse area north of Dulles Airport to VA-28, VA-267, and US-50 |
| E. Market Street (Leesburg) | STAA Virginia access route | Cascades Pkwy | STAA Virginia access route |

# DRAFT Regional Freight Network

**Montgomery County Area**

# DRAFT Regional Freight Network

**Montgomery County Area**

| Route | Reason(s) for inclusion | Route | Reason(s) for inclusion |
|---|---|---|---|
| I-495 | USDOT Primary Freight Network; Maryland Truck Route | I-370/MD-200 | Links I-270 to I-95 and US-1 |
| MD-28 | Only viable truck route between Rockville and Frederick County south of I-70 – also connects I-270 to MD-97 | MD-119/ Middlebrook Rd | Provides truck access from I-270 to Germantown, Gaithersburg, and Rockville |
| MD-97 | Provides north-south freight linkage between Montgomery County and I-70 in Howard County | US-29 | Links DC, eastern Montgomery County, and Howard County – legal for trucks and parallel to I-95 |
| MD-27 | Provides truck connection between Carroll County, western Howard County, and I-270 in Montgomery County | MD-355 | Provides truck access to commercial areas of Gaithersburg, Rockville, and Bethesda – including Walter Reed and NIH |
| MD-187 | Provides alternate access to National Institutes of Health main campus and the central business district of Bethesda | MD-190 | Provides truck access between northwestern DC and I-495 and between I-495 and the WSSC Water Filtration Plant |

# DRAFT Regional Freight Network

**Fairfax – Arlington - Alexandria Area**
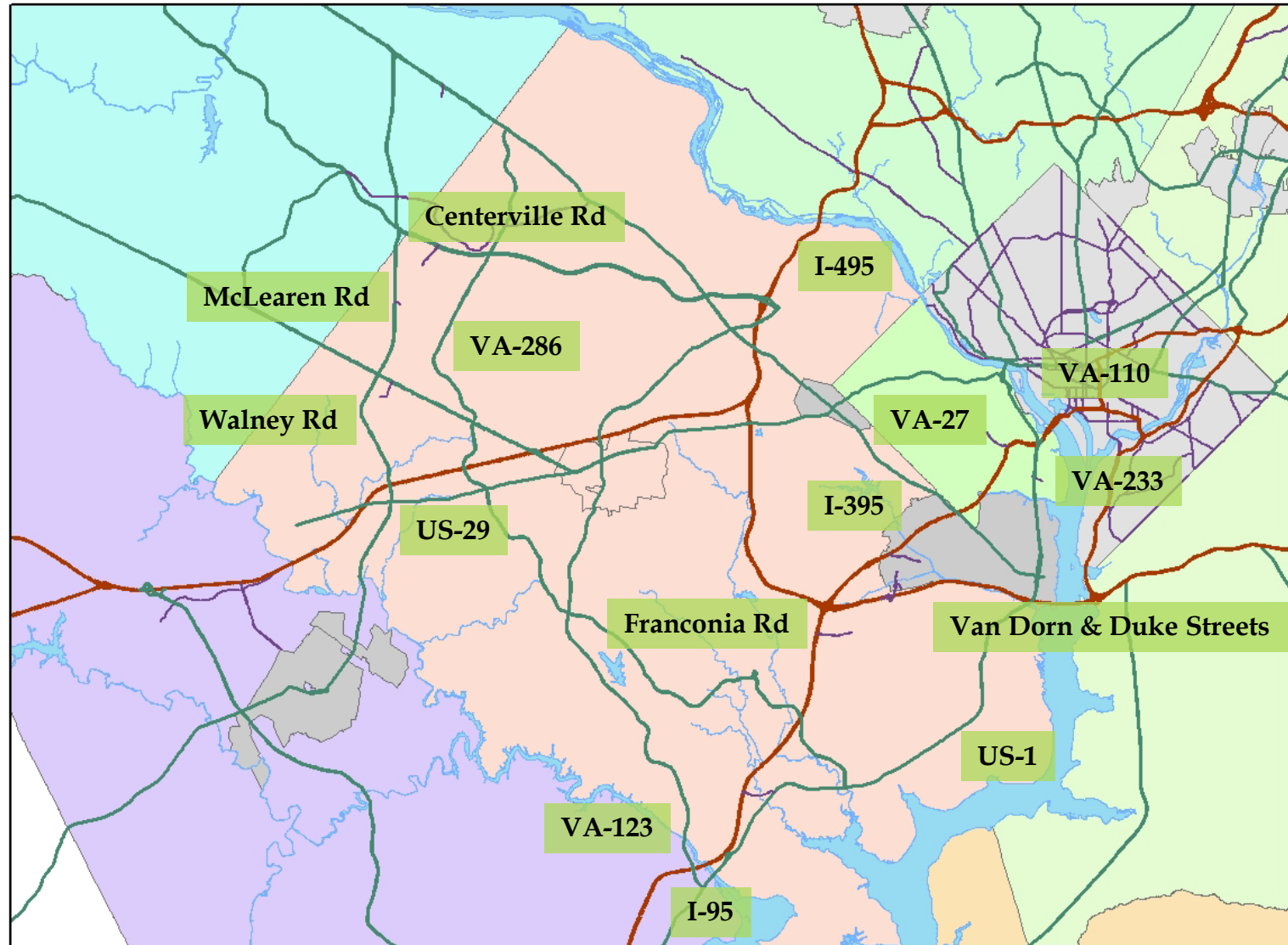
# DRAFT Regional Freight Network

**Fairfax – Arlington - Alexandria Area**

| Route | Reason(s) for inclusion | Route | Reason(s) for inclusion |
|-------|-------------------------|-------|-------------------------|
| I-495 | USDOT Primary Freight Network; STAA National Network | I-395 | STAA National Network |
| I-95 | USDOT Primary Freight Network; STAA National Network | VA-286 (Fairfax County Pkwy) | Provides truck connections between VA-7, I-66, and I-95 and access to Fort Belvoir |
| US-1 | Parallel to I-95 – provides truck access to Fort Belvoir, Quantico, and an assortment of businesses in Stafford, Prince William, and Fairfax Counties as well as the City of Alexandria | VA-123 (Ox Rd, Chain Bridge Rd) | Provides truck connections between I-95 in eastern Prince William County, City of Fairfax, I-66, and Tysons Corner |
| US-29 | STAA National Network between I-66 and North Carolina - East of Fairfax it provides the only legal truck route between the City of Fairfax and the Key Bridge | VA-110 | Provides a freight connection between US-29 in Rosslyn and Crystal City |
| VA-233 | The only truck connection to National Airport | VA-27, Duke St, Van Dorn St, Franconia Rd, McLearen Rd, and Walney Rd | STAA Virginia access routes |

# DRAFT Regional Freight Network

**Prince William County Area**

# DRAFT Regional Freight Network

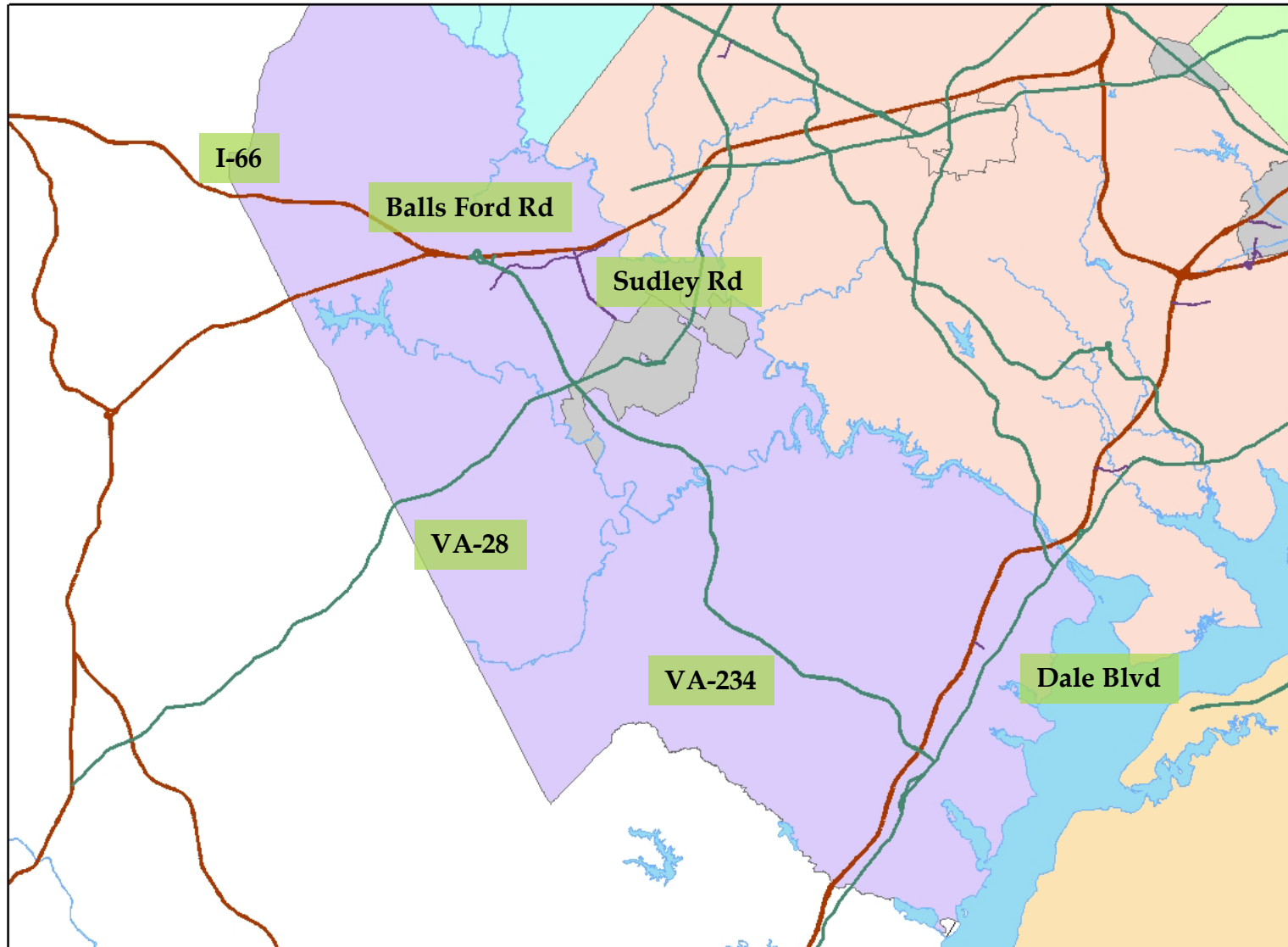**Prince William County Area**

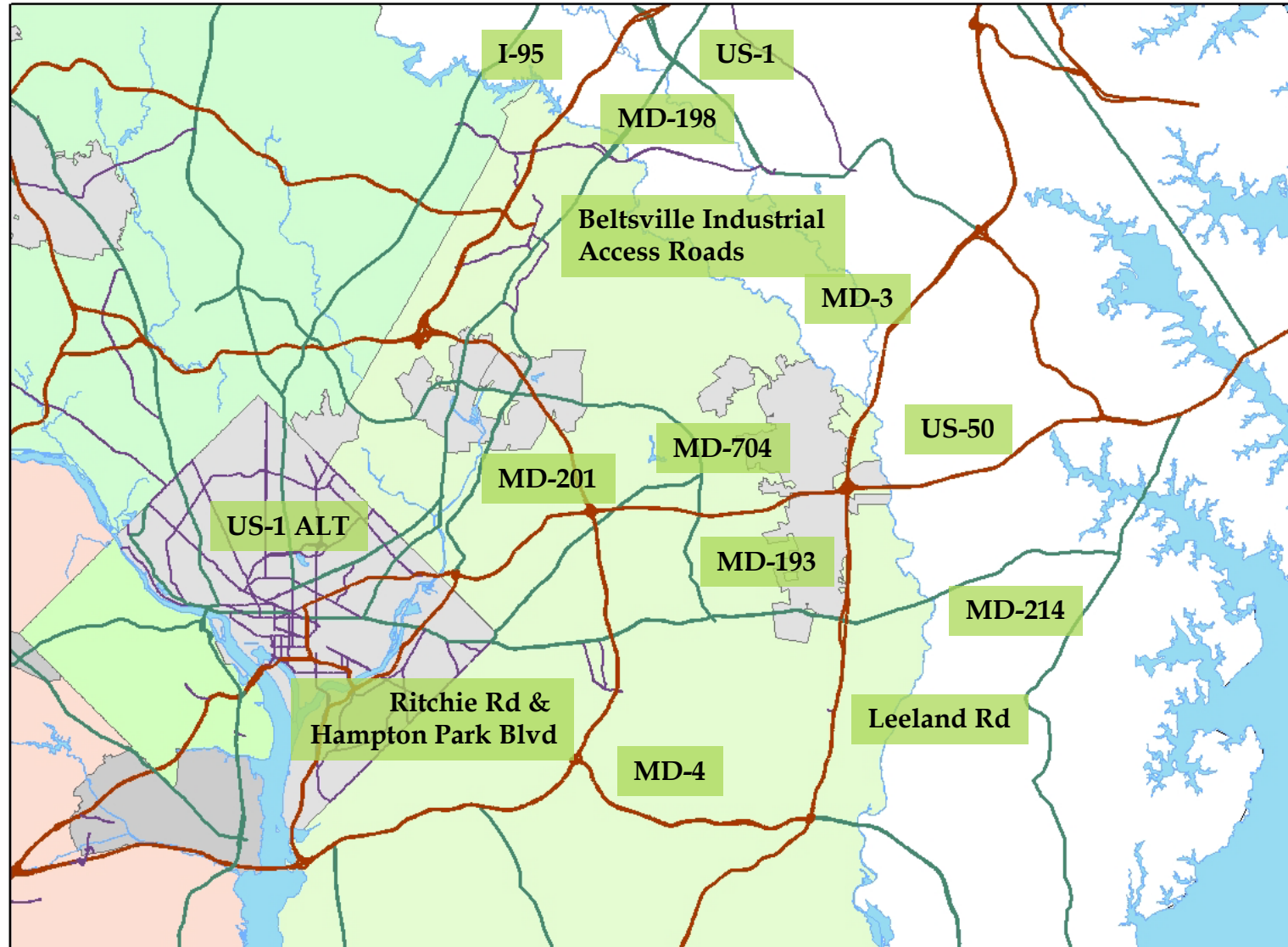| Route | Reason(s) for inclusion | Route | Reason(s) for inclusion |
|---|---|---|---|
| I-66 | West of I-495: USDOT Primary Freight Network; STAA National Network. East of I-495 NO TRUCKS! | VA-234 (Prince William Pkwy – Dumfries Rd) | Provides truck connection through Prince William County between I-95, City of Manassas, I-66, and the Balls Ford Road industrial area |
| VA-28 | STAA Virginia Qualifying Highway between VA-234 and US-29 | Dale Blvd | STAA Virginia Access Route |
| Balls Ford Rd | STAA Virginia Access Route | Sudley Rd | STAA Virginia Access Route |

# DRAFT Regional Freight Network

**District of Columbia**

# DRAFT Regional Freight Network

**District of Columbia Area**

| Route | Reason(s) for inclusion | Route | Reason(s) for inclusion |
|---|---|---|---|
| I-395 | DC Truck Route – major truck connection to Virginia | I-695 | DC Truck Route – connects I-395 to I-295 and DC-295 |
| I-295 | DC Truck Route – major truck connection to Maryland and Virginia | Bladensburg Rd | DC Truck Route – significant truck connection to Maryland and the industrial areas in northern Prince George's County |
| K St / Whitehurst Fwy | DC Truck Route – provides truck access to central DC | Central/Benning/ H St | DC Truck Route – significant truck connection to Maryland and the industrial areas of Prince George's County |
| New York Ave | DC Truck Route – major truck connection to Maryland | DC-295 | DC Truck Route – major truck connection to Maryland |
| Rhode Island Ave | DC Truck Route – significant truck connection to Maryland and the industrial areas in northern Prince George's County | Georgia Ave/7th St | DC Truck Route – provides truck access to central and northern areas of the District and connections to Montgomery County |
| Wisconsin Ave | DC Truck Route – provides truck access to northwestern areas of the District and connections to Montgomery County | Others | Many other truck routes have been designated by the District and will be included in the Regional Freight Plan. |

# DRAFT Regional Freight Network

**North Prince George's County Area**
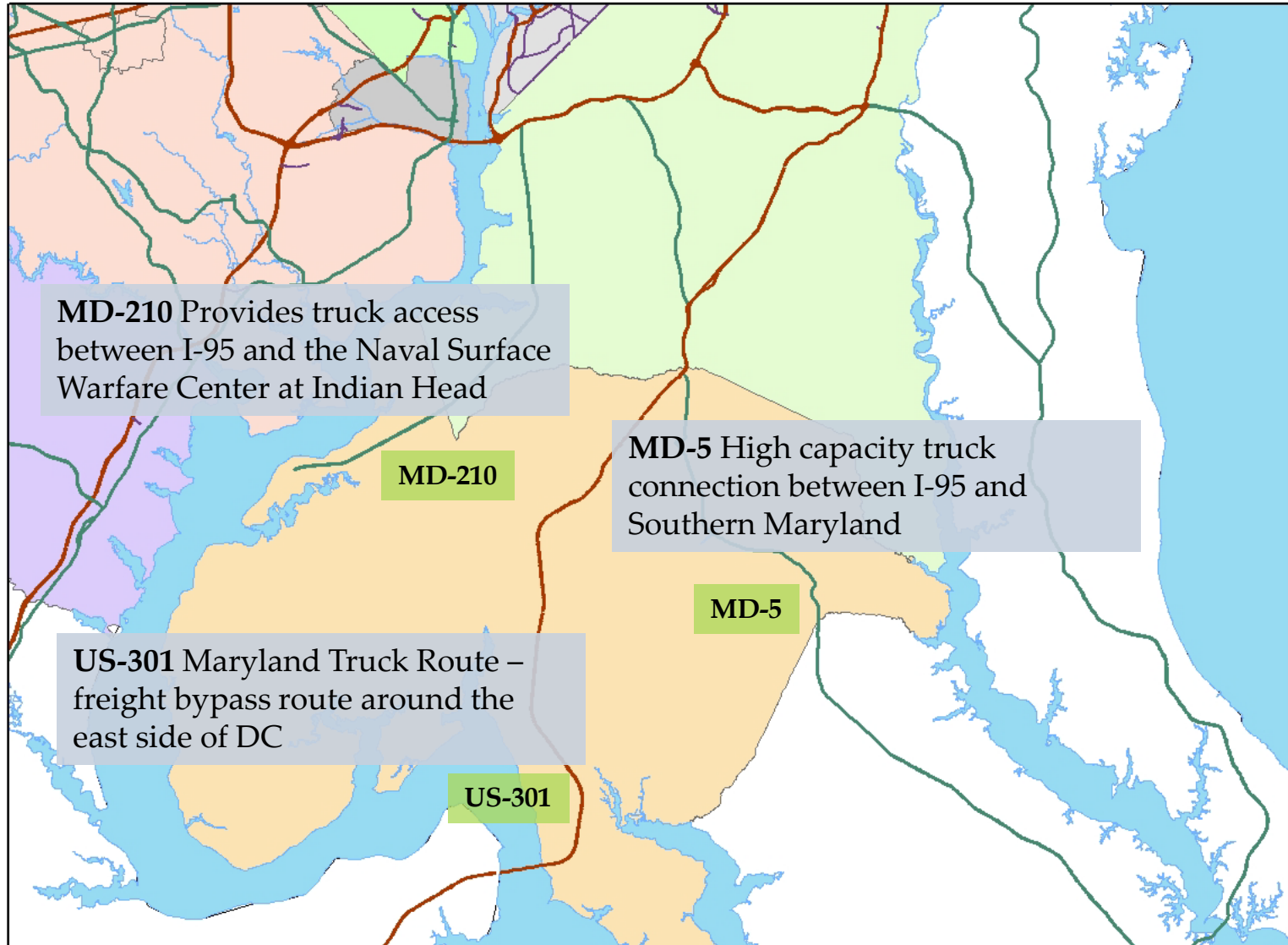
# DRAFT Regional Freight Network

**North Prince George's County Area**

| Route | Reason(s) for inclusion | Route | Reason(s) for inclusion |
|---|---|---|---|
| I-95 | USDOT Primary Freight Network; Maryland Truck Route | US-50 | Maryland Truck Route |
| US-1 | Provides truck connections for many businesses between DC and Baltimore | US-1 ALT | Provides truck access to the industrial areas of Hyattsville and Bladensburg |
| MD-3 | Maryland Truck Route – provides truck connection between I-97 and US-50/US-301 | MD-4 | Maryland Truck Route between I-495 and US-301 – west of US-301 provides truck access to Calvert and St. Mary's Counties |
| MD-201 | Critical north-south freight route linking industrial areas of Beltsville to DC | MD-193 | Provides truck linkages to many businesses in Prince George's and Montgomery counties – alternate to I-495 |
| MD-704 | Provides truck connection between DC and industrial areas of Prince George's County | MD-214 | Connects DC with the Hampton Industrial Park in Capital Heights and points east |
| MD-198 | Provides truck connection between Fort Meade, the City of Laurel, I-95 and US-29. | Industrial Access Roads | An assortment of critical roads that connect industrial areas to the Primary and Secondary Freight Network |

# DRAFT Regional Freight Network

**Charles County Area**



**MD-210** Provides truck access between I-95 and the Naval Surface Warfare Center at Indian Head

MD-210

**MD-5** High capacity truck connection between I-95 and Southern Maryland

MD-5

**US-301** Maryland Truck Route – freight bypass route around the east side of DC

US-301

# Next Steps

➢ **Provide comments / feedback on draft Regional Freight Network**