

Maryland Freight Planning

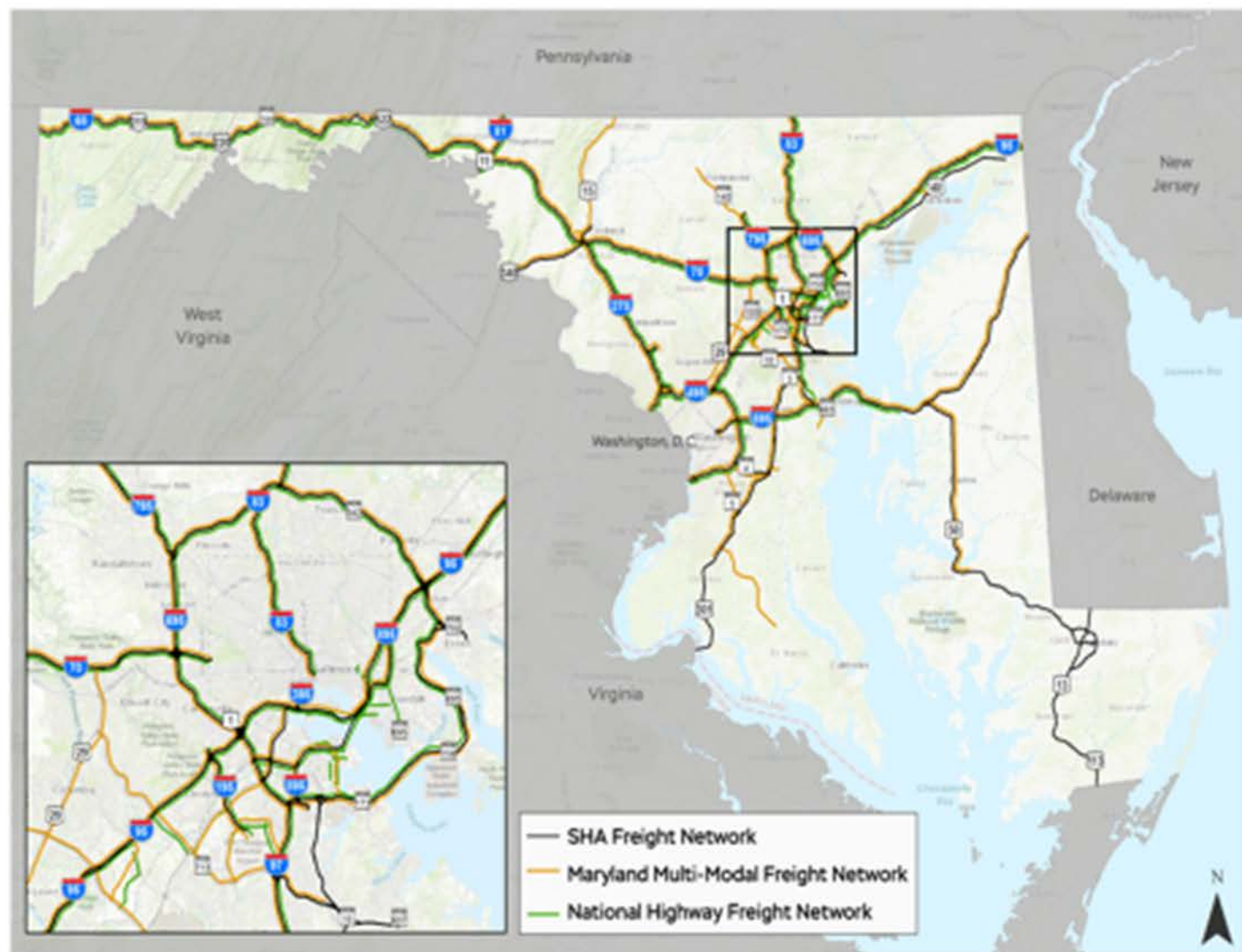
TPB – Freight Subcommittee Meeting
MDOT's Strategic Goods Movement Plan – 2017 Update
May 3, 2018

Maryland's National Highway Freight Network (NHFN)

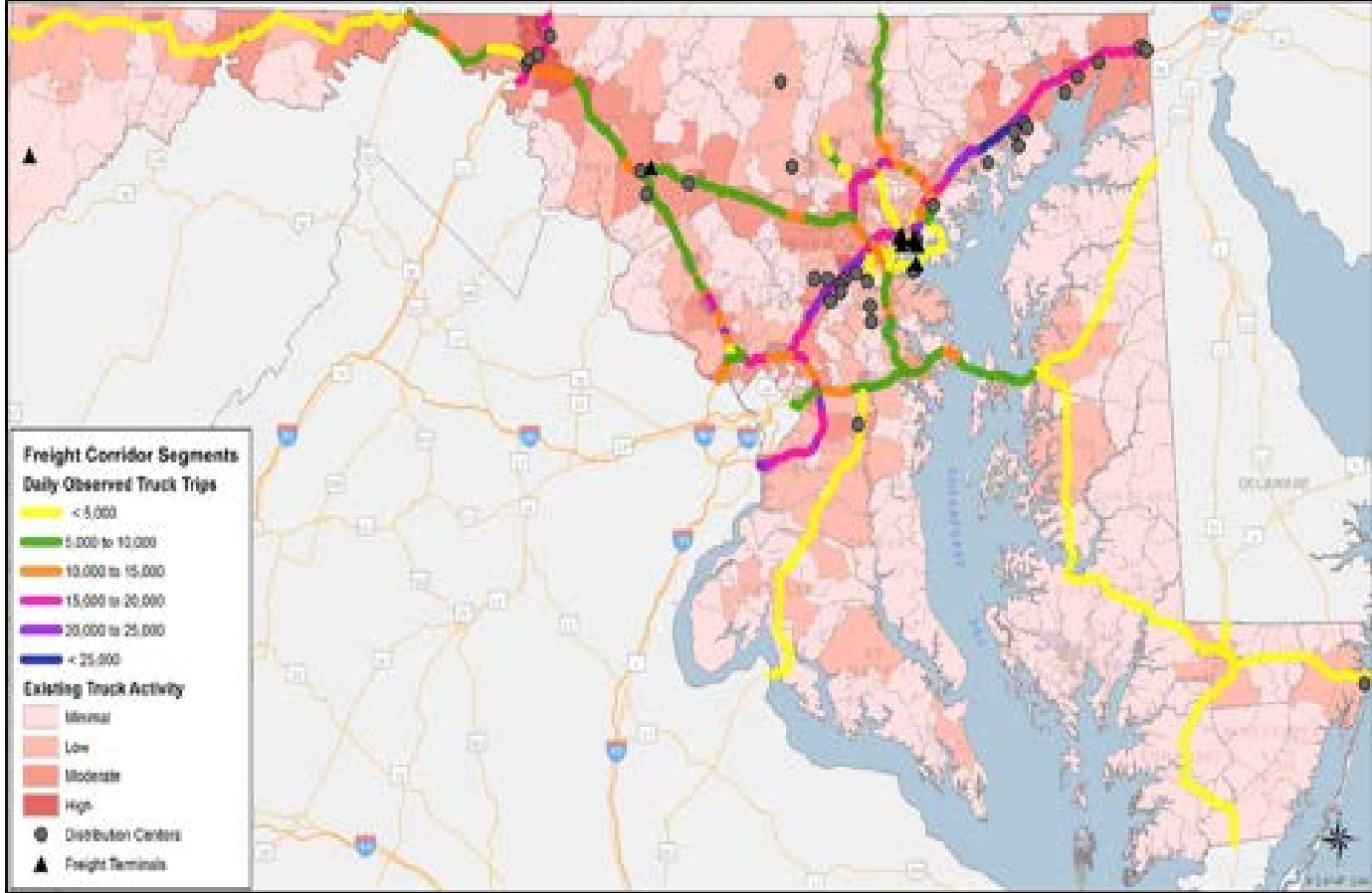


- Primary Highway Freight System (PHFS)
- Interstate System not on the PHFS and designated
- Critical Urban & Rural Freight Corridors

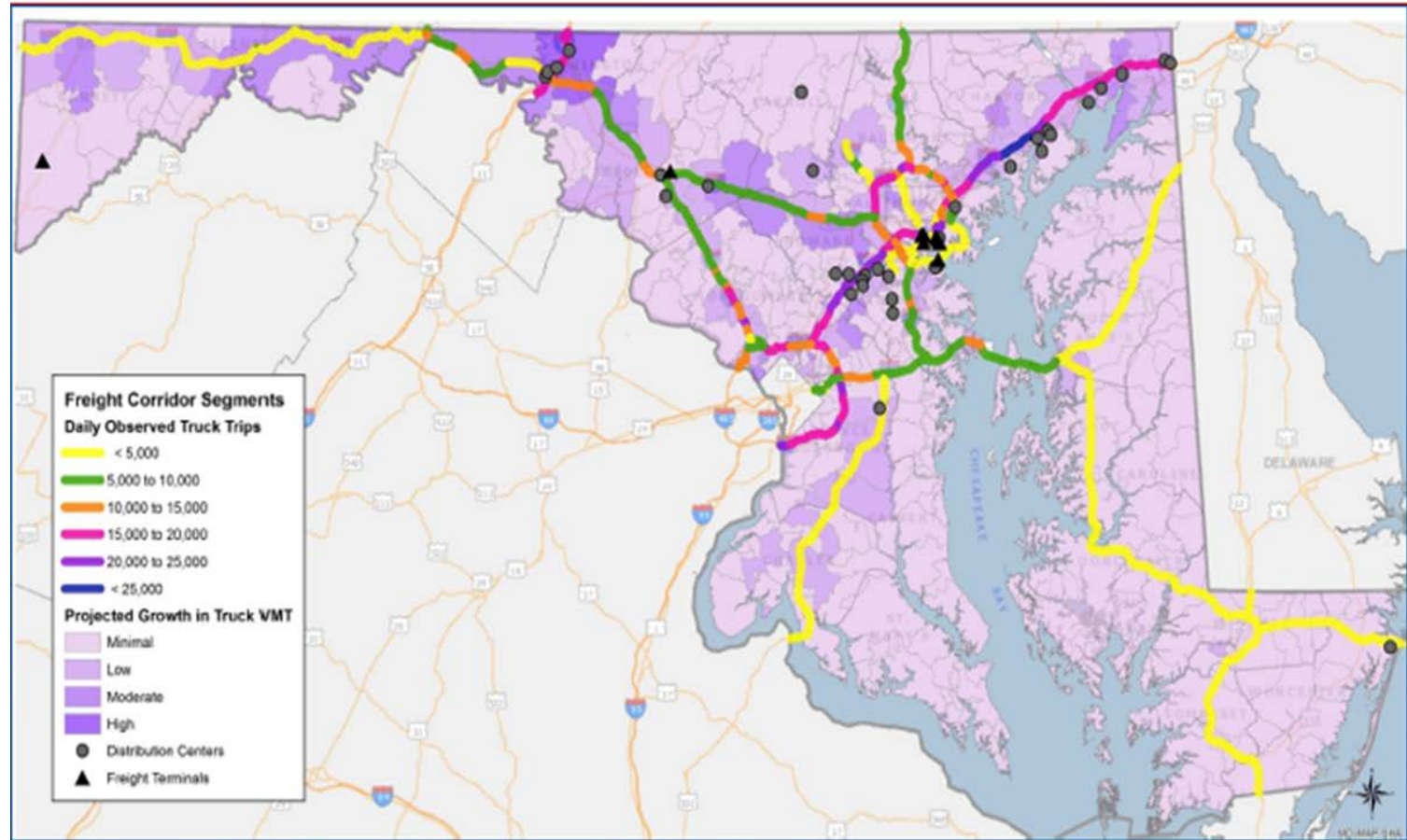
Maryland's Truck Networks – Federal and State



Existing Truck Activity 2015



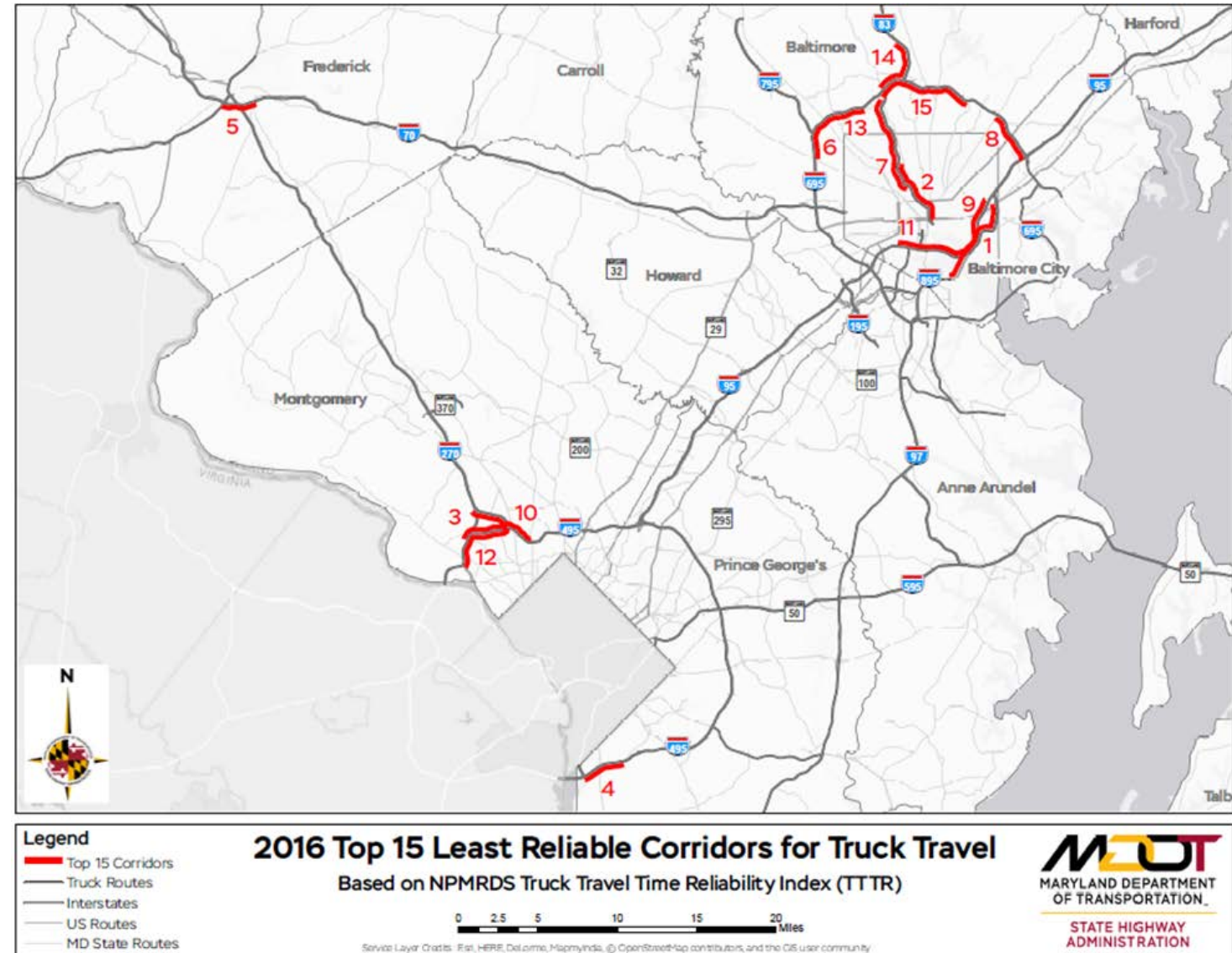
MSTM: Change in Daily Truck Activity 2015-2040



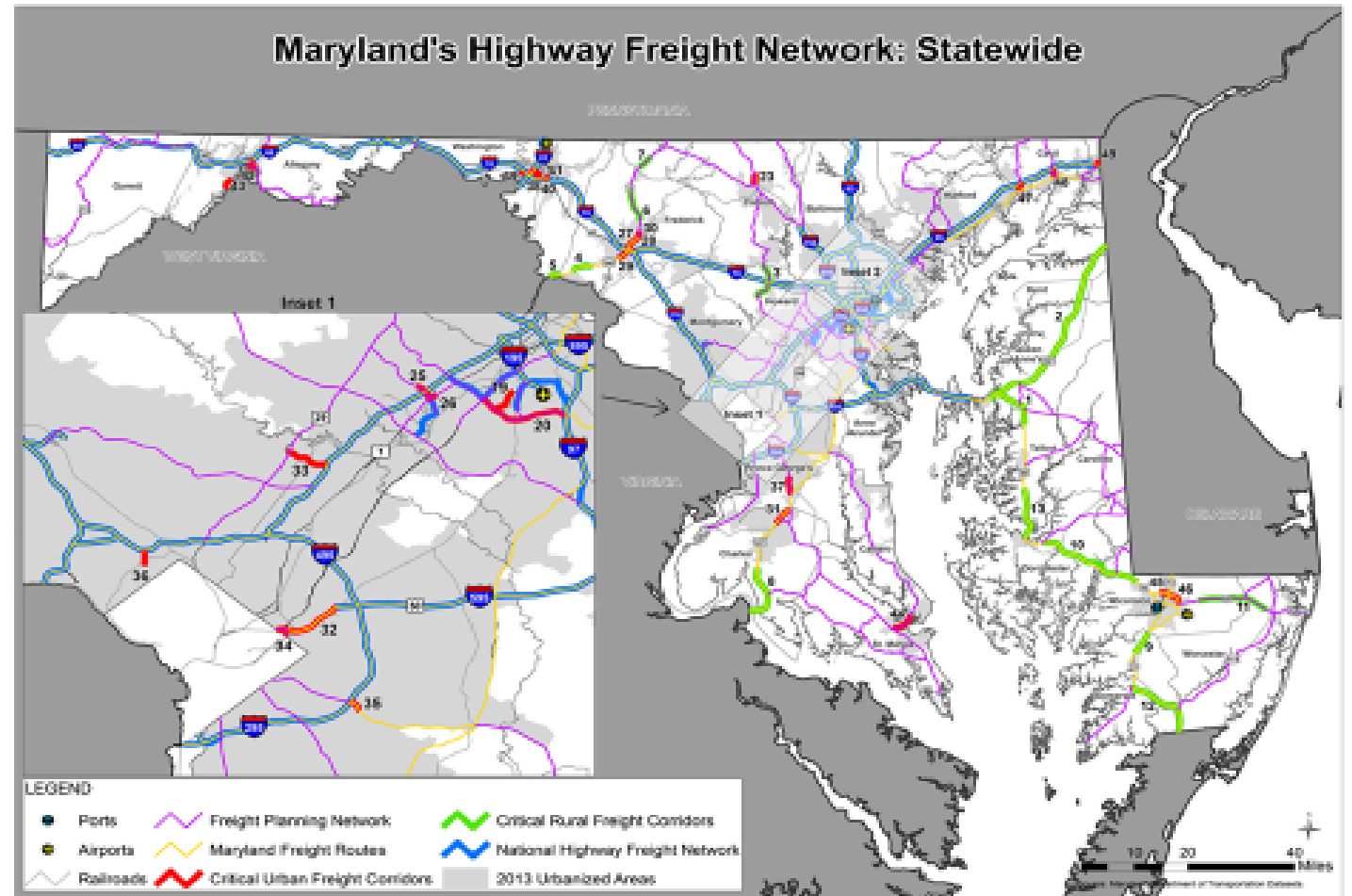
Top Least Reliable Corridors for Truck Travel (2016)

PM 3.2 - Truck Travel Index (TTTR) Based on NPMRDS

Rank	County	Route	Miles	TTTR
1	BA	I-895 SB: Moravia Rd to Harbor Tunnel	5.30	15.13
2	BA	I-83 NB: Gay St to Cold Spring Ln	4.90	6.78
3	MO	I-495 IL: I-270 West Spur to MD 185	5.50	5.74
4	PG	I-495 IL: MD 414 to I-295	5.70	5.38
5	FR	I-70 WB: MD 355 to US 15/US 340	3.00	5.33
6	BA	I-695 OL: MD 140 to MD 26	3.60	5.12
7	BA	I-83 SB: MD 133 to MD 25	6.20	5.10
8	BA	I-695 OL: I-95 to MD 147	4.30	5.02
9	BA	I-95 SB: US 40 to Key Hwy	6.20	4.97
10	MO	I-270 East Spur: I-270 to I-495/MD 355	3.10	4.94



Critical Urban & Rural Freight Corridors



- Urban allocation – 75 miles
 - 73 miles designated
- Rural allocation – 150 miles
 - 149 miles designated

Freight Financial Plan

Under the FAST Act, the National Highway Freight Program (NHFP) provides \$6.3 billion in Freight Formula funding over 5 yrs specifically for freight projects on the National Highway Freight Network (NHFN):

➤ Maryland's allocation will be \$17-20 Million over 5 years (2016-2020)

2016-2017

- I-695 - Replace Bridge 03113 on IL over Benson Ave and Bridge 03114 on IL over Leeds Ave., US 1, AMTRAK and Herbert Run. - **\$5.7M in CO**
- I-695 - Widening OL from US 40 to MD 144 (Upgrade to 8 lns) - **\$7.29M in CO**

➤ The SGMP- 2017 Update includes:

- Freight Financial Plan to show how MDOT plans to allocate the Freight Formula Funds over the 5 year timeframe (2015-2020)
- Full List of Multimodal Freight Projects/Needs Statewide

Freight Financial Plan

Fiscally Constrained – Freight Financial Plan (2018-2022):

- BCDOT – Southeast Freight Corridor/Colgate Creek Bridge - TIGER VII Project
- Statewide – TSM&O Plans
- Freight Planning – Studies/Analysis/Truck Parking Counts
- Construction Projects –
 - I-695 – 2 bridge replacements and OL widening
 - I-95 - 2 bridge replacements
 - I-83 – bridge replacement
 - I-81 – Widening
 - MD 4 – New interchange (BRAC related)

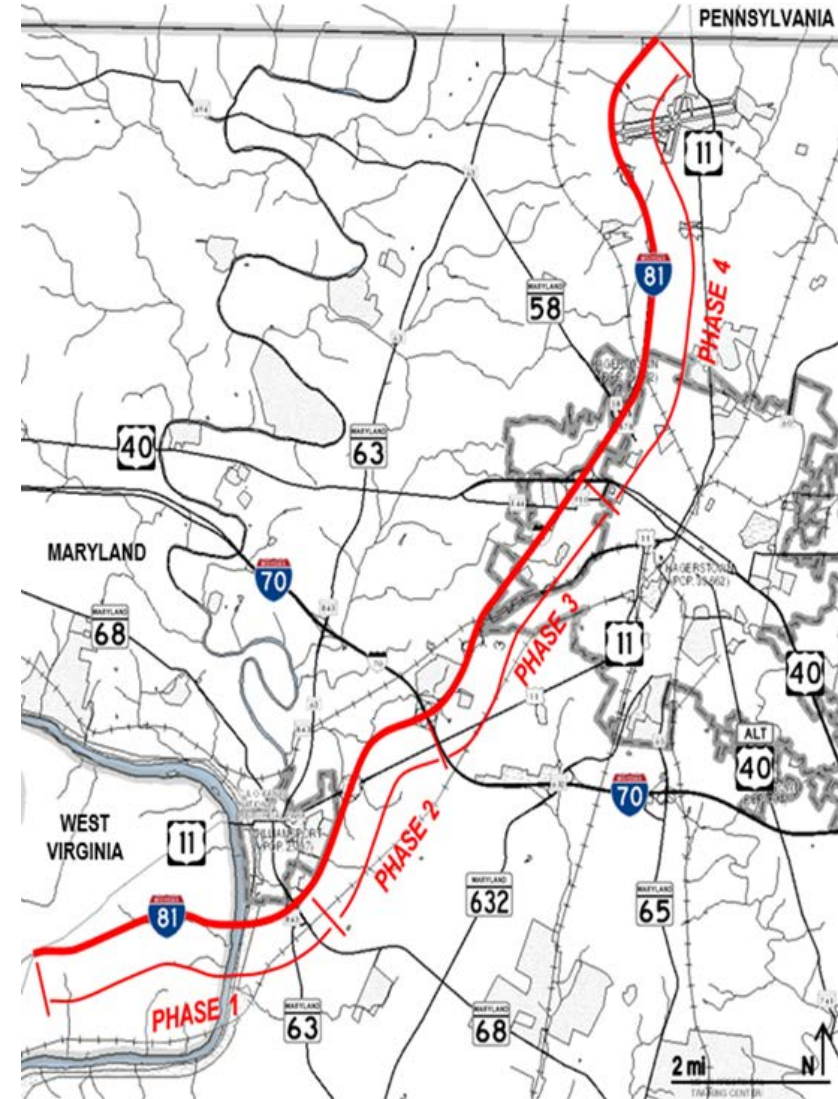
The Freight Financial Plan will be reevaluated annually to strategically address freight needs along the National Highway Freight Network that were not previously identified.

MDOT Freight Projects

INFRA 2017 Submissions:

- I-95 (Fort McHenry Tunnel) – Port Covington Access Study (Baltimore City)
 - Improvements to I-95 ramps to support major development anticipated at Port Covington in Baltimore City. (MDTA)

- I-81 – Phase 2 - Widening Project (Hagerstown, Washington County)
 - Widening and upgrade I-81 to a 6 lane divided highway from the Potomac River/ West Virginia State Line to the Pennsylvania State Line (12 miles). This project has four phases:
 - Phase 1: US 11 in West Virginia to north of MD 63/MD 68 – **Construction underway**
 - Phase 2: MD 63/ MD 68 to I-70 – *Engineering underway*
 - Phase 3: I-70 to US 40
 - Phase 4: US 40 to Maryland State Line/Pennsylvania State Line (MDOT/HEPMPO)



MDOT Freight Activities

Ongoing Efforts:

- MD Freight Story Map
 - Available online under iMaps
- MD Truckers Map
 - Currently in the printing process
- Updating MD Truck Network
 - Currently documenting/finalizing Freight Planning Network started under MAP 21
- MSTM – Version 2
 - Updating MSTM to include mode share based on C2 SHRP 2 efforts coordination with BMC.
- Truck Parking – (MAP – 21 Jason’s Law requirement)
 - 2018 Annual Counts – underway (March – end of April/mid May)
 - Expansions – Public facilities based on Annual Counts

Potential Research/Studies: **Implementation of SGMP**

- O & D - Commodities Study
 - Identify Major Supply Chains in MD based on major origins and destinations of freight movement via intra-state, inbound, outbound and through freight flows.
- Freight Ton Hours of Delay Study
 - Developing estimates by facility/corridor to identify major freight bottlenecks.
 - Adding intermodal bottlenecks
 - To understand economic impacts of delay statewide
- Freight Assets - Risk Assessment
 - Evaluate various scenarios (TSM&O and Freight Projects) to understand statewide freight needs based on asset life cycle costs of existing infrastructure and identify strategies for repairs/improvements.

2017 Strategic Goods Movement Plan is now posted to the MDOT OFM website:

<http://www.mdot.maryland.gov/newMDOT/Freight/index.html>

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