

Maryland State Freight Plan



Implementation & Next Steps

MWCOG TPB Freight Subcommittee

January 19, 2023



Freight Plan Overview

PURPOSE

To examine existing and projected conditions, build consensus, and identify policy positions, strategies, and freight projects to improve freight movement efficiency and safety

VISION

Freight travels freely and safely through a modern, resilient, and interconnected multimodal network contributing to sustainable economic viability and growth for Maryland businesses and communities.

GOALS

aligned w/ the 2040 Maryland Transportation Plan (MTP)



SAFETY, SECURITY, AND RESILIENCE



ECONOMIC OPPORTUNITY AND EFFICIENCY



SYSTEM PRESERVATION AND MODERNIZATION



QUALITY OF SERVICE, EFFICIENCY, AND CUSTOMER EXPERIENCE



ENVIRONMENTAL PROTECTION AND SENSITIVITY



FISCAL RESPONSIBILITY



TRANSPORTATION CHOICES AND CONNECTIONS

The **Infrastructure Investment and Jobs Act (IIJA)** identifies **17 federally required elements** for a state freight plan, including 7 new elements (compared to FAST Act) related to: truck parking, supply chains, ports, multi-state compacts, e-commerce, military freight, and resilience and environmental impacts.

Highlights of Freight Plan Needs

Freight needs and focus areas were informed by:

- Stakeholder Outreach
- Background Research
- Existing Plans/Programs
- Performance Data
- Federal Requirements

Regional Needs Maps

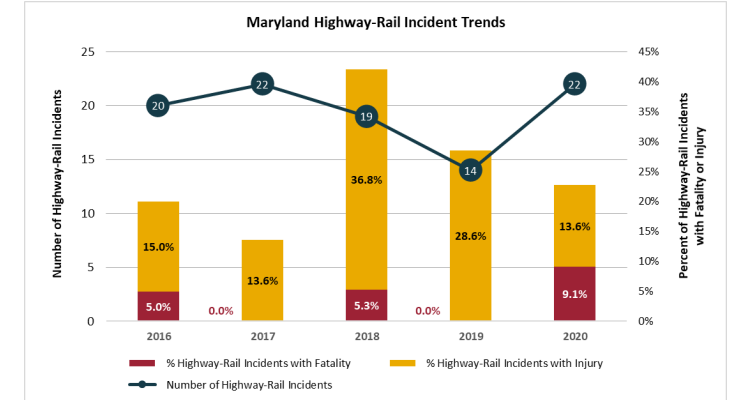
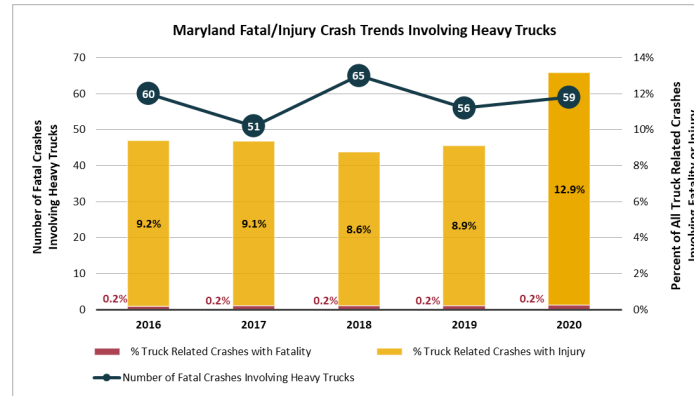
Details will be included with Section 5 of the Freight Plan based on truck parking needs, congested routes/areas, truck bottlenecks, and related content shared during Milestone #2.



Freight Focus Areas

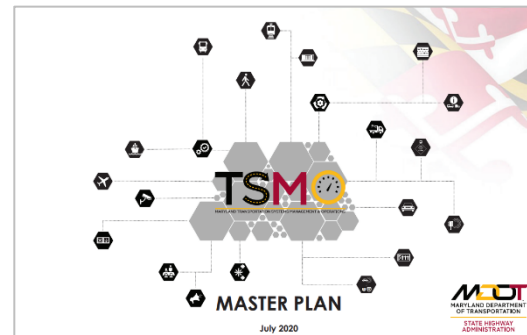
1. Safety/Security

- Truck crashes
- Highway-rail crossings
- Hazardous materials
- Cybersecurity



2. Technology & Operations

- TSMO, CHART, ITS
- Permitting & monitoring
- CAV, ADAS, truck platooning
- PDD, UAV, modeling/analytics



3. Asset Management

- Bridge conditions
- Pavement conditions
- Dredging
- Incident management

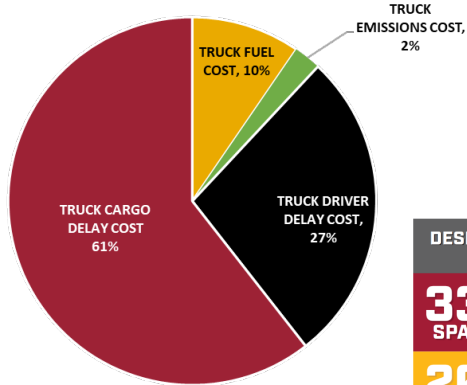
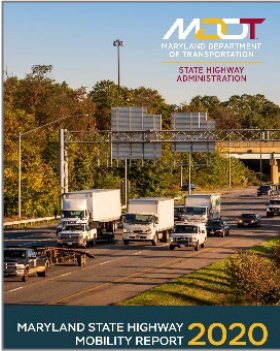
CALENDAR YEAR	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Number of MDTA Bridges in Poor Condition	4	1	1	1	1	1	1	1	1	0
Number of MDOT Sha Bridges in Poor Condition	97	87	81	69	69	67	62	52	36	29
Total Number of Bridges in Poor Condition	101	88	82	70	70	68	63	53	37	29
Percent of Bridges in Poor Conditions	3.5%	3.0%	2.8%	2.4%	2.4%	2.4%	2.2%	1.8%	1.3%	1.0%



Freight Focus Areas

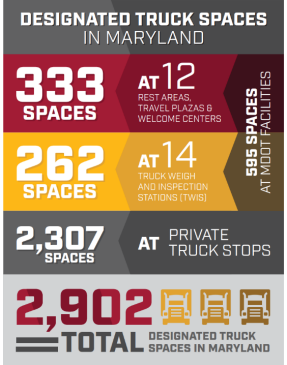
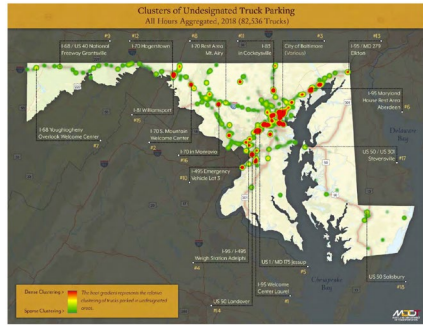
4. Congestion

- Truck volumes
- Truck bottlenecks
- Truck reliability
- Multimodal reliability



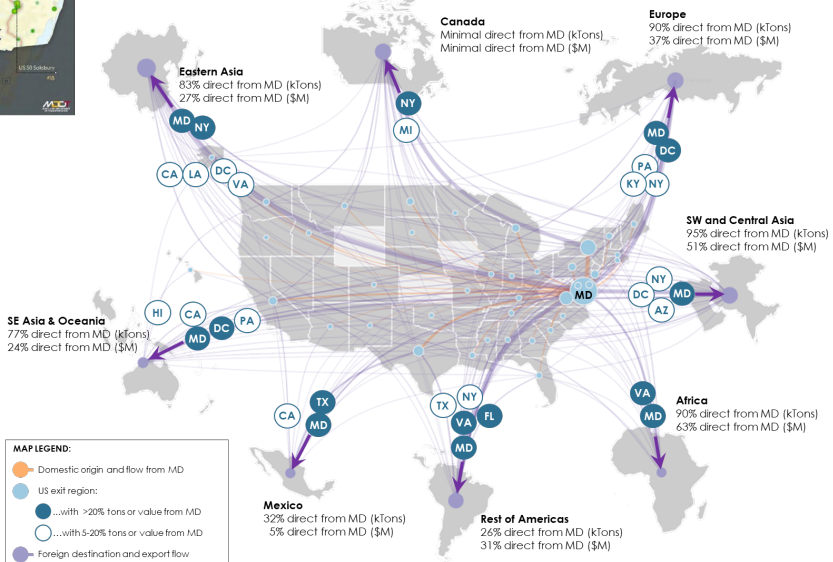
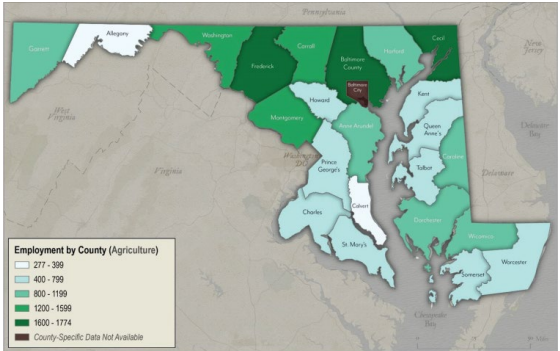
5. Truck Parking

- Designated truck parking
- Undesignated truck parking
- Challenges and opportunities



6. Supply Chains

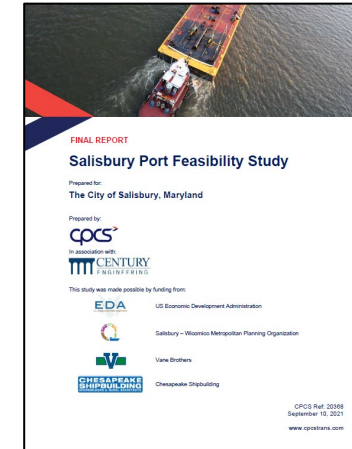
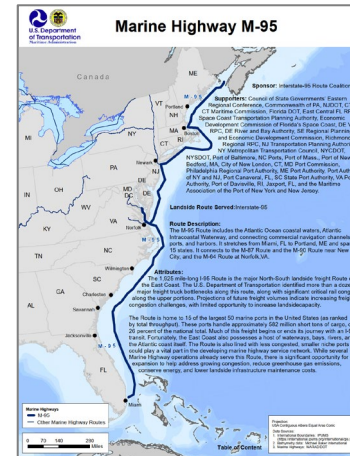
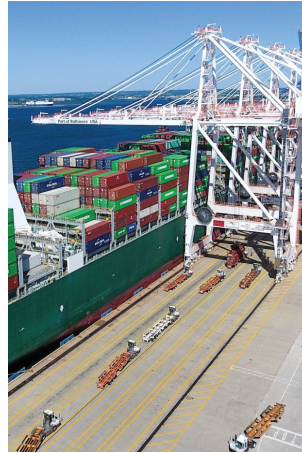
- Cargo flows and key industries
- Multimodal opportunities
- Freight land use
- Freight workforce



Freight Focus Areas

7. Ports

- Port infrastructure
- Port access & mobility
- M-95 marine highway
- Inland waterways



8. Multistate Coordination

- Multistate coalitions
- Multistate MPO coordination
- Adjoining state perspectives

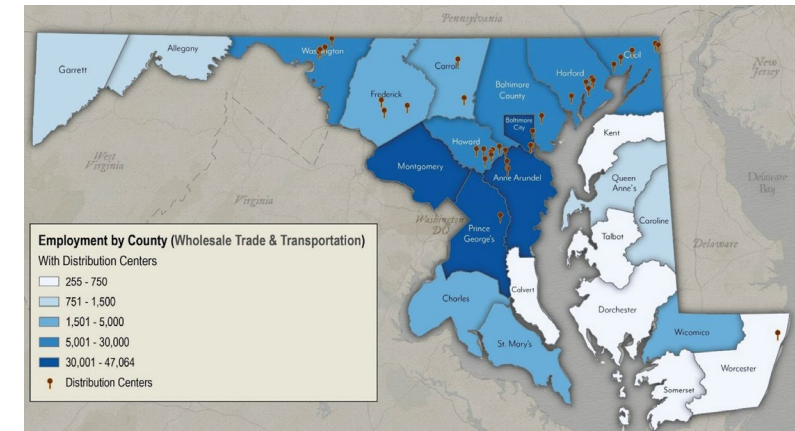


I-81 CORRIDOR COALITION



9. E-Commerce

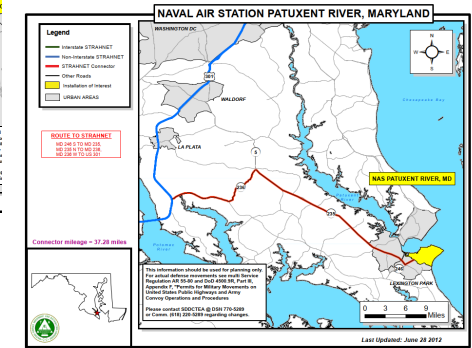
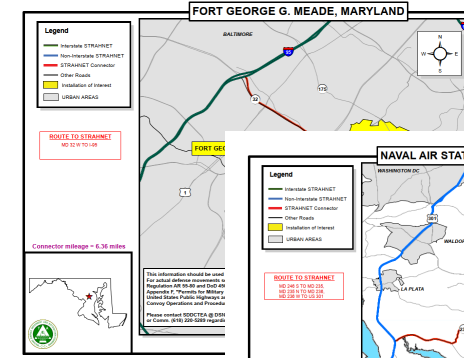
- Trade, transportation, & warehousing
- Local planning & zoning
- Local consolidation centers
- Local curb management



Freight Focus Areas

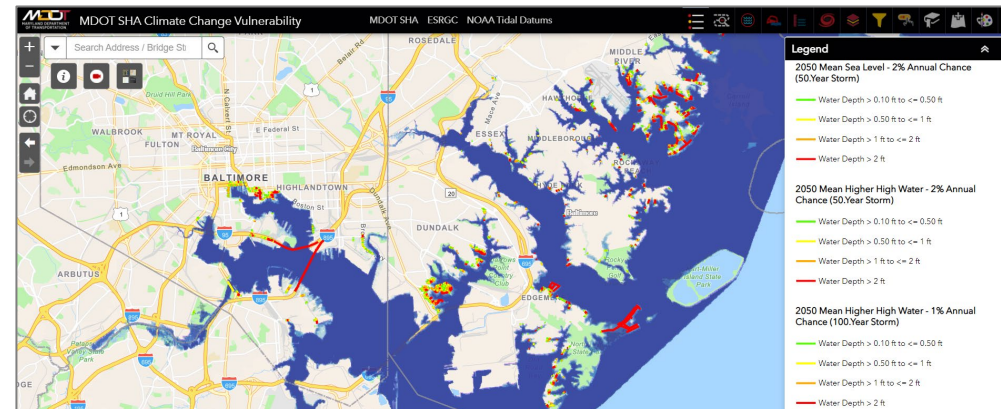
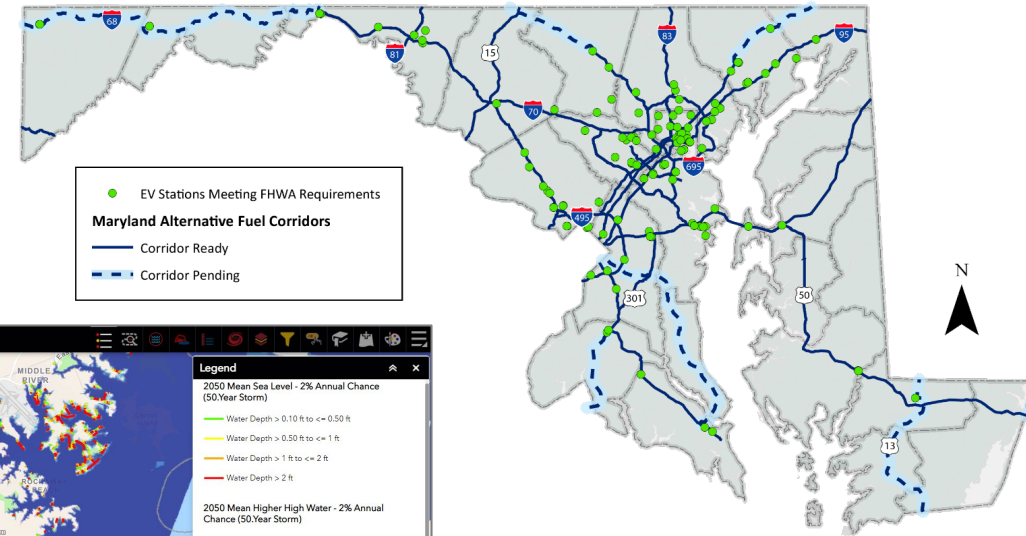
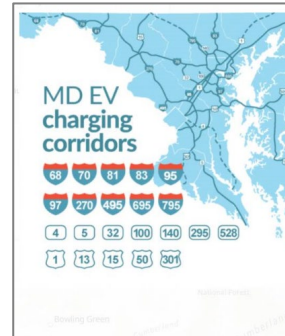
10. Military Freight

- Maryland military installations
- Strategic defense networks
- Freight project/program influences



11. Resilience & Environmental

- Climate change vulnerabilities
- Emergency freight access
- Alternative & efficient energy
- Community considerations





Plan Completion Schedule





So now what?



Shared Opportunities – Shared Goals

- **Shared Goal:** Preserve and develop opportunities for freight movement
 - Logistics
 - Supply chains
 - Industrial land uses
 - Land design
 - Loading & unloading
 - Local distribution
 - Truck parking / Freight hubs
- **Partnership Opportunities:**
 - Freight Plan Development
 - Freight Policy Development
 - Freight Project Development



What's In It for Us?

- **MDOT's Role**

- Technical Support
- Programming & Planning
- Funding

- **Local Role**

- Property / ROW
- Land Use, Planning, & Zoning
- Economic Development
- Equity Lens

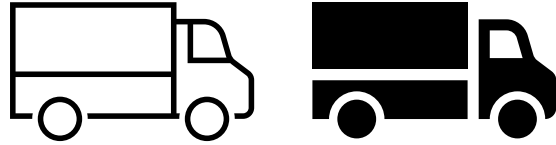




CASE STUDY: Truck Parking



CASE STUDY: Let's Talk About Truck Parking!



When trucks can't find authorized places to park, they will:

- Park on ramps, shoulders, neighborhoods, and other unauthorized locations.
- Pose a safety risk by driving fatigued, blocking sight lines, and parking in residential areas.
- Impact businesses' bottom line, jobs, and the economy.

- Why is Truck Parking an Issue We Should Care About?
 - Truckers need rest.
 - Rest is federally-mandated.
 - There's not enough truck parking throughout the U.S.
 - Truck parking capacity supply < demand.
 - Property that can be used for truck parking is dwindling.
 - Maryland/I-95 is a hot spot.
 - Trucks brought it!
 - Local, State, and National economic development and competitiveness depend on reliable freight movement.

The Local Challenge

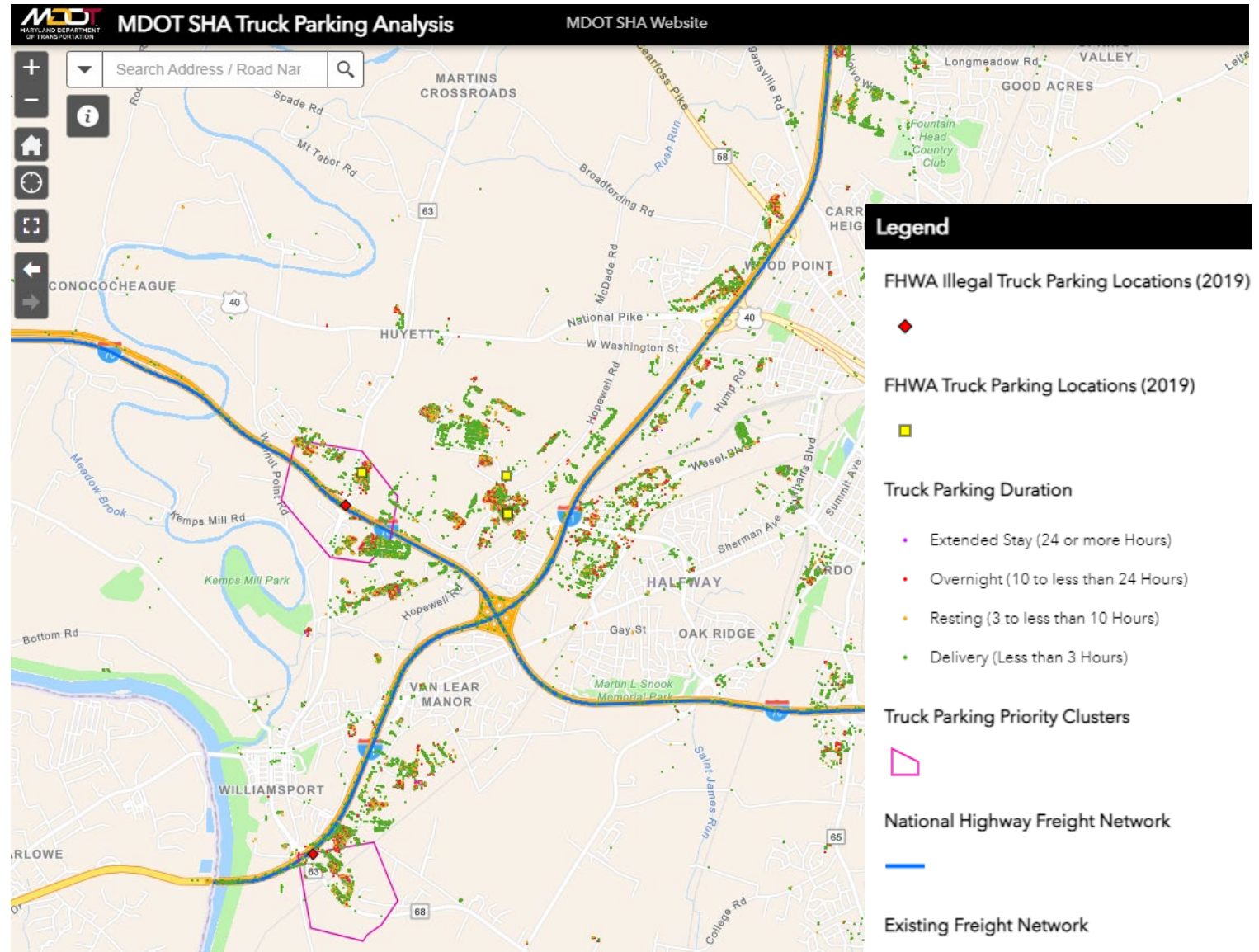


- People do not want truck parking near them. They do not understand the need.
- Lack of truck parking sometimes means trucks are parked in places people do not like (i.e., residential areas).
- Economic and institutional growth means more trucks.
 - More trucks means more issues with parking.
 - Trucks need delivery accommodations.
- Changes in land use types and trends (e.g., densification, multi-use) create spaces that need to be served by many trucks.
- Increases in delivery, e-commerce create increased need for delivery parking/stopping.

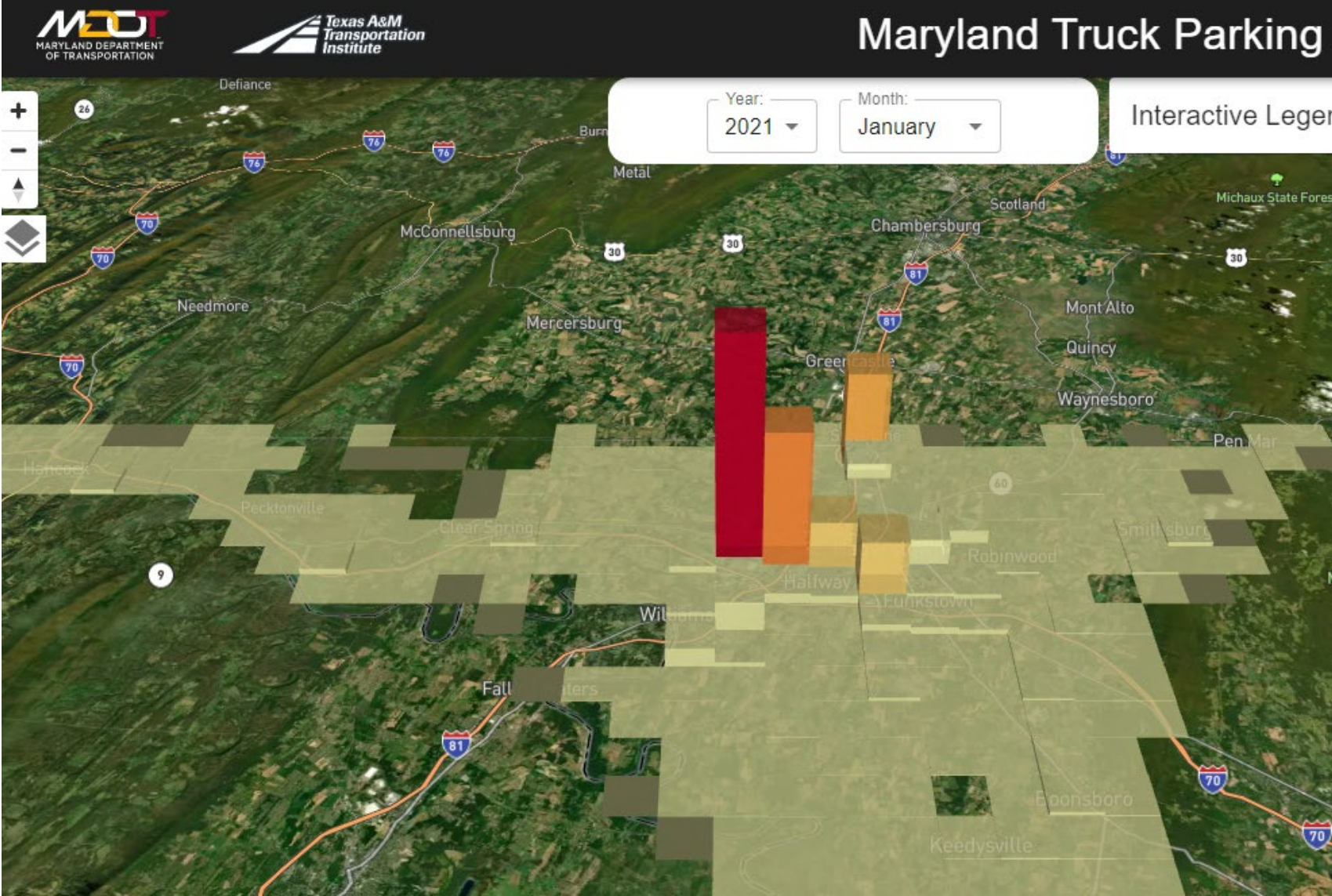


MDOT Truck Parking Analysis Tool

- Provides high level information to help answer:
 - Where do we have clusters of truck parking (demand)?
 - What can we know about facility usage?
- Allows for analysis across geographies and time periods

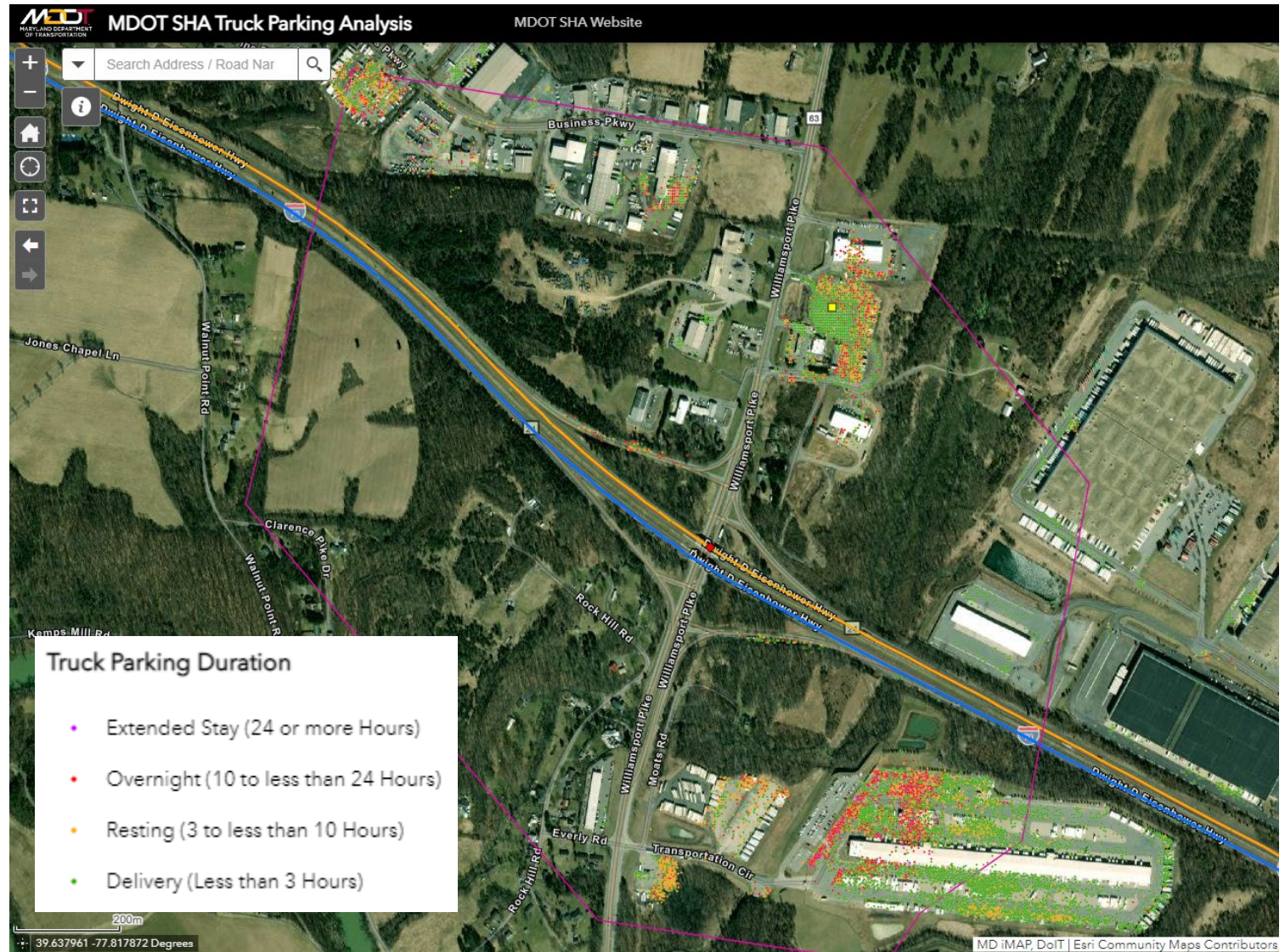


MDOT Truck Parking Visualization Tool



MDOT Truck Parking Analysis Tool

- Shows parking demand statewide and usage at State-owned lots
- Provides an understanding of where truck parking expansion or opportunities are needed

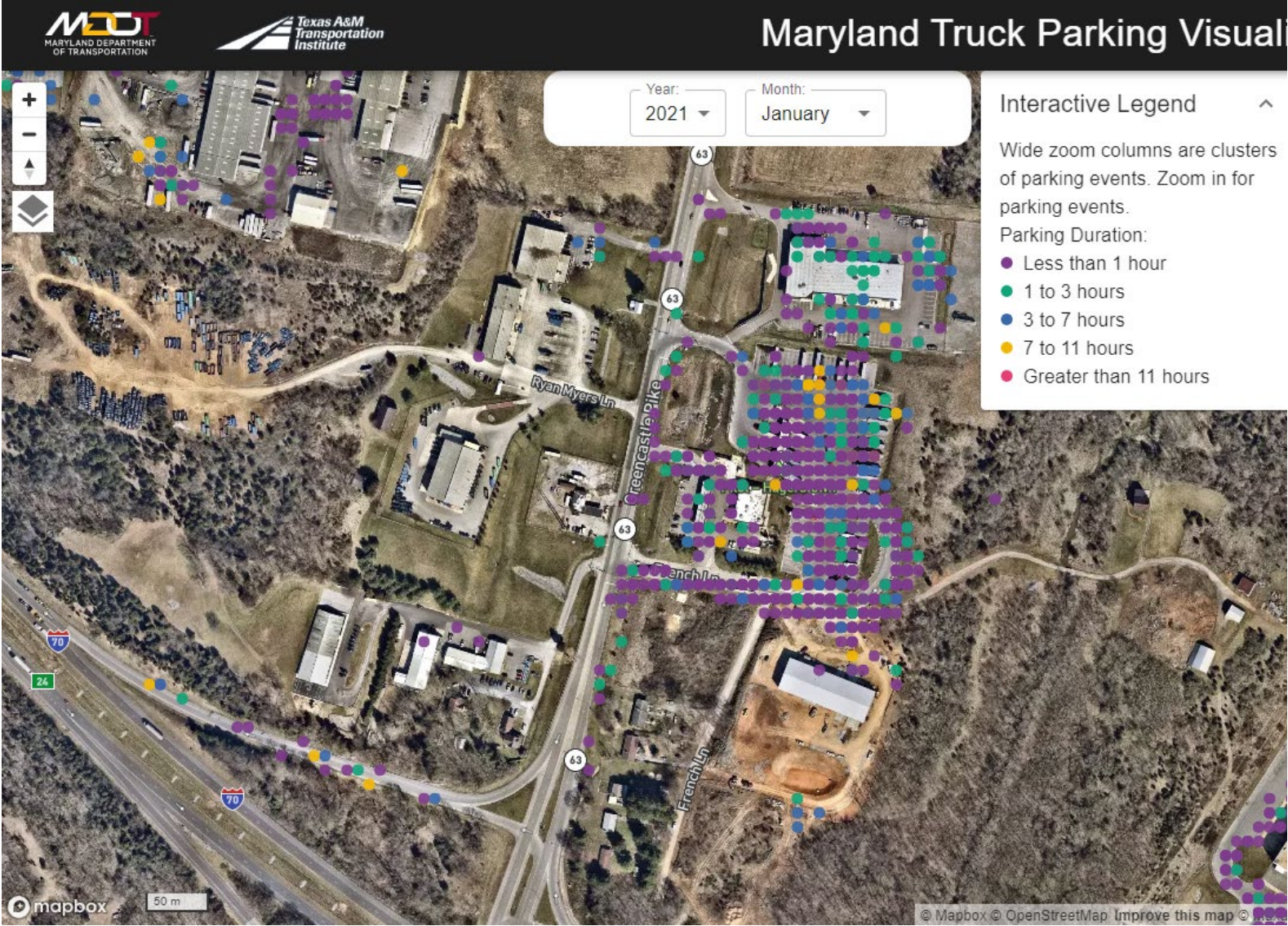


MDOT Truck Parking Analysis Tool

- Capable of zooming closely



MDOT Truck Parking Visualization Tool



Truck Parking Partnership Project Examples

Options for Truck Parking Development:

- Expansion of existing state-owned facilities (Welcome Areas, Rest Areas, Weigh Stations)
- Development of undeveloped State-owned property
- Expansion or development of locally-owned property
- Expansion or development of privately-owned property

Partnership Model	Location and Cost	Public Sector Role	Private Sector Role
Leverage Existing Truck Stop on Public Land: Fund improvements to public land adjacent to truck parking facilities	Wamsutter, Wyoming Construction Cost: \$916,000 (90% Federal)	WYDOT constructed 43 dedicated long-term truck parking spaces in a secure, lighted area off I-80 adjacent to an existing, privately-owned and operated truck stop.	None. Existing truck stop operator (Love's) provides parking, food, and shelter services.
Leverage Existing Truck Stop on Private Land: Lease private land to expand truck parking adjacent to a private truck stop	Weed, California Cost information not publicly available	The City of Weed developed 30 designated free truck parking spaces by leasing two privately-owned lots, placing asphalt on them, and posting signs designating the lots for commercial trucks only.	None. Existing truck stop operator (Pilot) provides parking, food, and other services.

Truck Parking Expansion Models in WY and CA



Wamsutter, Wyoming



Weed, California



MDOT Truck Parking Analysis Tool

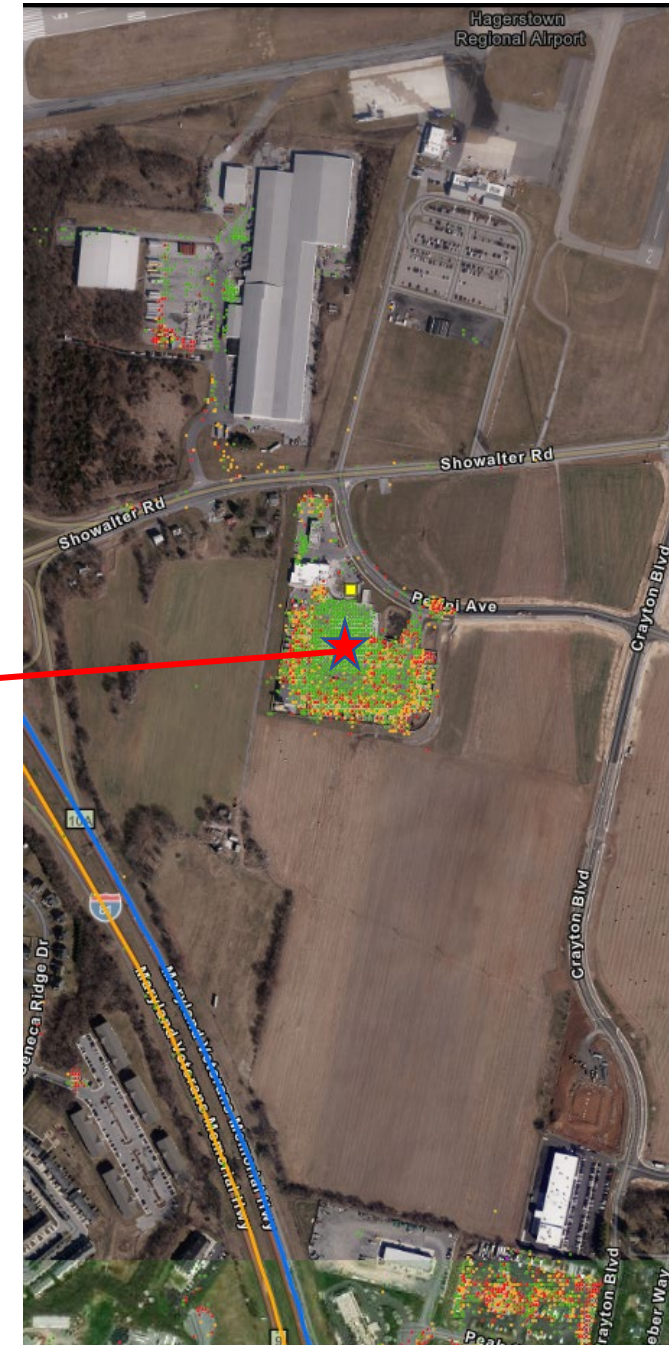
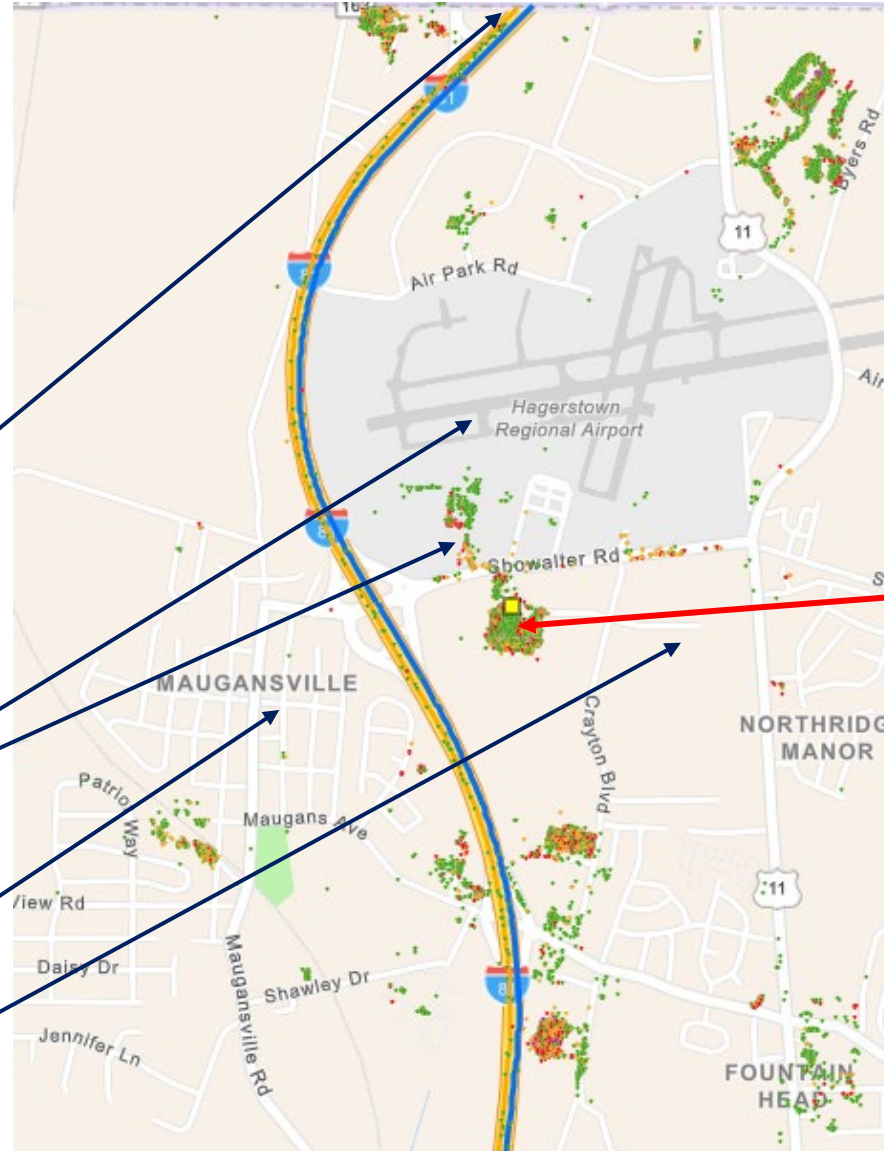
Love's Travel Stop

14188 Perini Ave.

Hagerstown, MD 21742

Adjacent to:

- MD / PA Border (north)
- Hagerstown Regional Airport (north)
- Bowman Logistics (north)
- Maugansville residential area (west)
- Amazon Dist. Ctr. – opened 2020 (east)



MDOT Truck Parking Analysis Tool

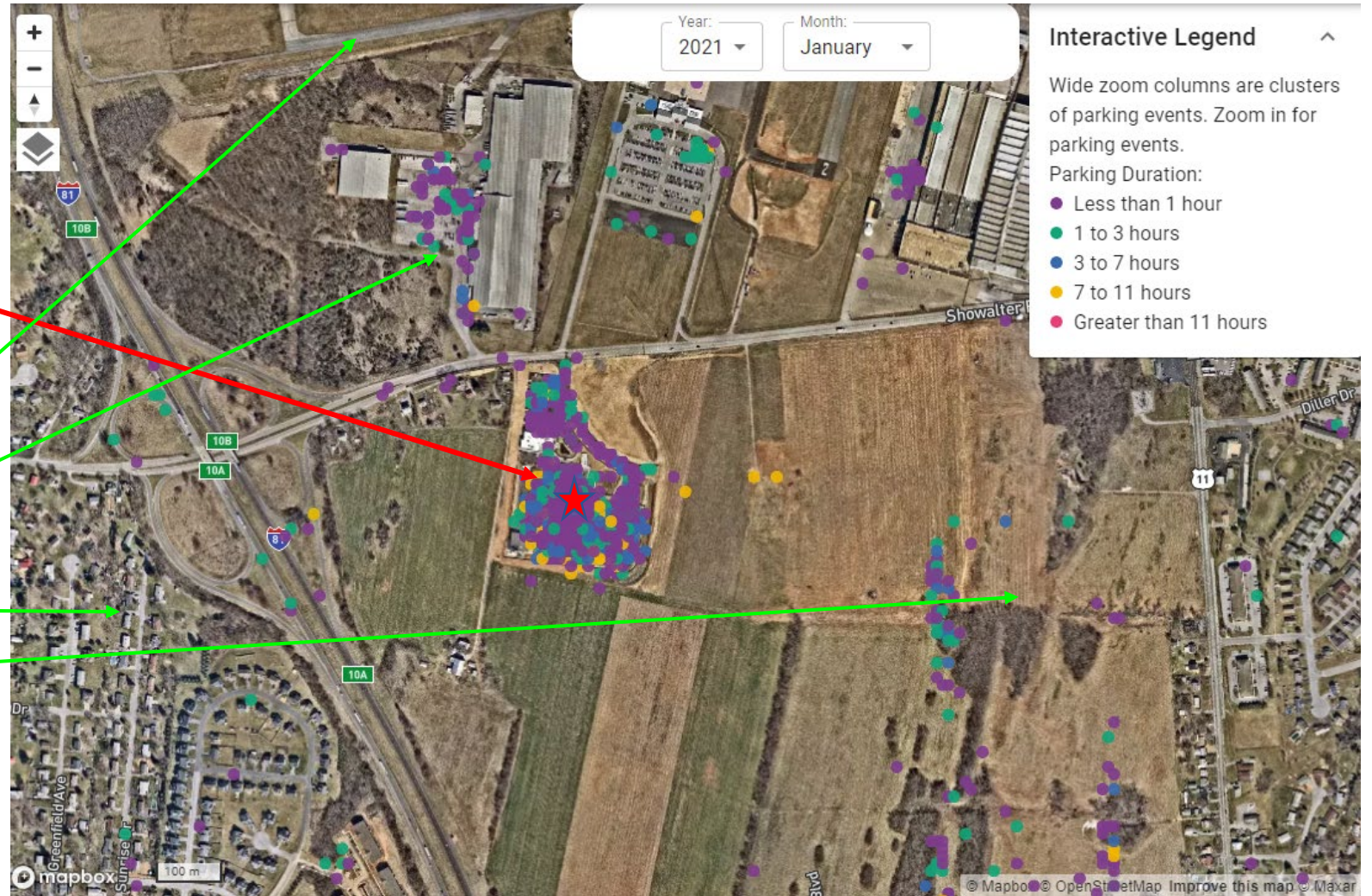
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MDOT SHA Property Viewer

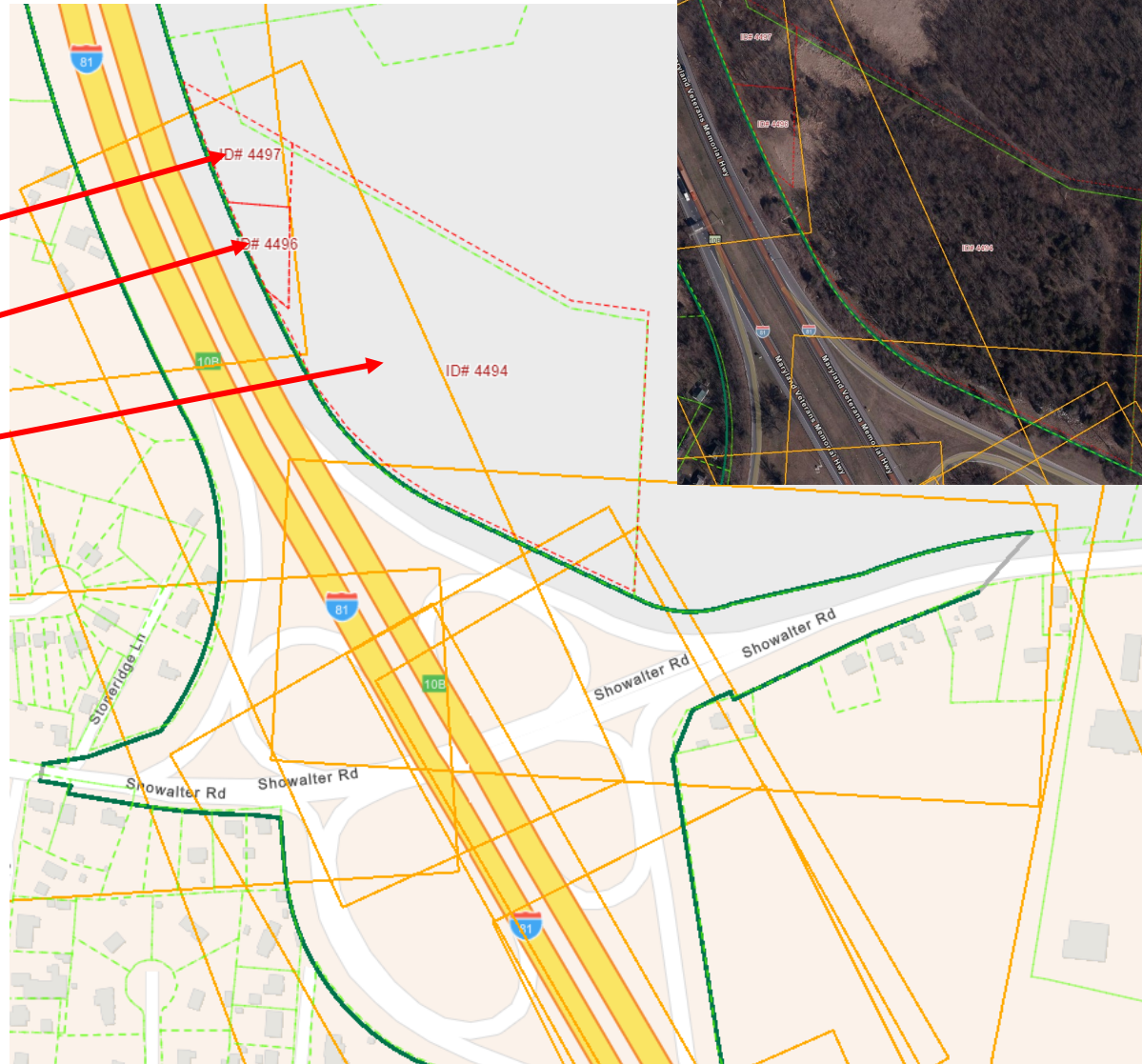
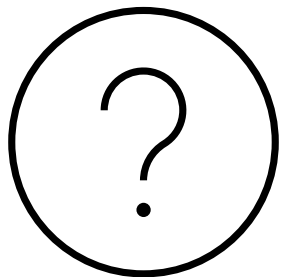
SHA Excess Property

ID# 4497: 1 acre

ID# 4496: ~0.5 acres

ID# 4494: ~12 acres

Total: ~13.5 acres



Legend

MDOT SHA Parcel Inventory



MDOT SHA Parcels Facilities

- Salt Storage
- Maintenance Shop
- Park and Ride
- SHA Office
- Maintenance
- MVA Office
- Weigh Station
- Welcome Center
- Rest Area
- Storage
- Other

MDP Property Boundaries



MDOT SHA Right-Of-Way

- Right of Way
- Surveyed
 - Computed
 - Marginal
 - Estimated
 - Intermediary

MDOT SHA Recorded Plats

- Plat Boundaries
- Orange outline icon

Shared Opportunities - What's In It for Us?

- **Partnership Opportunity:** Truck Parking Project Development

- Convert public property into truck parking
- Lease private property for truck parking
- Urban, on-street solutions
- Complete Streets
- Staging and parking improvements near business parks

- **MDOT's Role**

- Technical Support
- Programming, Planning
- Funding

- **Local Role**

- Property
- Planning & Zoning
- Economic Development



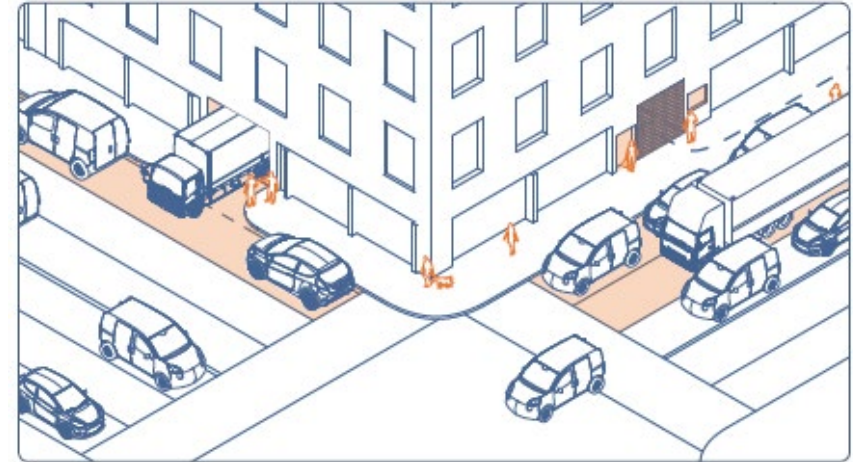


CASE STUDY: Considering Freight During Development Reviews



Considering Freight During Development Reviews

- **Shared Goal:** Preserve and develop opportunities for freight movement
- **Partnership Opportunity:** Establish freight-supportive land use, planning, design, and zoning laws and policies, as well as development reviews that are supportive of goods movement





For more information, please contact us at the following:

Project Websites:

State Freight Plan: <https://mdot.maryland.gov/freightplan>

State Rail Plan: <https://www.mdot.maryland.gov/railplan>

Project Email:

MDStateFreightPlan@mdot.maryland.gov



Thank You!