



I-95/I-495

#### 4. FREIGHT

Truck traffic is vital to the economy but is often perceived negatively by people living near or using the routes these vehicles are travelling on. In order to balance these interests, the Maryland Truck Route System was established and has been utilized since the 1980's. In 2016, the National Highway Freight Network was designated as federal truck highway network under the FAST Act, which replaced the National Freight Network (NFN) from MAP-21 legislation. Under the FAST Act, the National Highway Freight Network included the Primary Highway Freight System, other interstates not on the Primary Highway Freight System and the Critical Rural and Urban Freight Corridors. Each state is required to establish and designate critical urban and rural freight corridors. The National Highway Freight Network includes all interstate routes (481 miles) plus MD 695 and portions of US 50/301. As required by the FAST Act, Maryland must also establish the Maryland Multi-Modal Freight Network, which includes all of the other federal and state freight routes including the intermodal freight facilities in Maryland. These networks were established to improve intermodal movements, improve freight mobility and connections and identify other freight routes experiencing a high-severity index related to truck crashes. The three freight networks are shown in Figure II-15.

Several programs and policies have been developed to improve freight safety and mobility. These include upgrades to at-grade railroad crossings through the Highway-Rail Crossing Program, programs to construct virtual weigh stations, Commercial Vehicle Information Systems, and Networks (CVISN) facilities to the implementation of the Maryland One Hauling Permit System, and the continual monitoring of truck parking as part of Jason's Law. Jason's Law provides federal funding toward the construction of safe roadside parking lots for truck drivers. This includes assessing truck volumes, developing metrics to measure truck parking, and evaluating the capacity to provide adequate truck parking.

MDOT SHA has several on-going initiatives related to Jason's Law. This includes beginning the design of up to ten additional spaces at the Westbound Welcome Center at South Mountain. In addition, the existing I-95/I-495 site is being evaluated for expansion. Other

methods to provide more information and develop more truck parking include:

- Identifying areas along freight corridors that have sizable right-of-way that can serve as a possible truck holding area.
- Investigating P3 truck parking opportunities with developers.
- Researching the use of Truck Weigh in Motion Stations for overnight truck parking when the stations are closed from 7 PM to 7 AM.
- Reviewing possible expansion of park and ride facilities to include truck parking.
- Coordinating with WAZE and other private sector partners to identify locations of available spots.
- Updated truck map that identifies size and weight restrictions.
- Utilizing crowd sourcing data analysis for freight program/project decision-making.

Among efforts from a planning standpoint are developing an updated Strategic Goods Movement Plan (Maryland's State Freight Plan) including performance metrics for Truck Travel Time Reliability (TTTR), designated Critical Urban, and Rural Freight Corridors and a freight Financial Plan to identify where freight investments will be allocated statewide. This effort coincides with the development of a Maryland Freight Story Map to compliment and provide a visual overview of the updated Strategic Goods Movement Plan. The Maryland Freight Story Map will be an interactive geospatial dashboard which will include areas such as infrastructure access, mobility, and asset management. The updated Strategic Goods Movement Plan provides direction for future transportation investments to enhance the safe and efficient movement of commercial vehicle freight. Next steps include the incorporation of freight into the highway project planning process.

Figure II-15

