Transit Signal Priority (TSP) and Freight Signal Priority (FSP)

**HOW COULD THIS HELP?**
- Improves freight travel reliability
- Reduces impact to pavement condition
- Reduces freight shipping costs

**HOW DOES THIS WORK?**
- Two applications provide signal priority to transit at intersections and along arterial corridors as well as signal priority to freight vehicles along an arterial corridor near a freight facility.

**INVESTMENT**
- **V2X ROADSIDE UNIT COST PER MILE-FREeways**
  - N/A
- **V2X ROADSIDE UNIT COST PER INTERSECTION-SIGNALIZED CORRIDORS**
  - $26,000
- **V2X SIGNAL CONTROLLER COST PER INTERSECTION-SIGNALIZED CORRIDORS**
  - $10,000
- **FIBER OPTICS COST PER MILE**
  - $158,000

**TRANSPORTATION NEEDS ADDRESSED**
- MOBILITY

**SOLUTION IMPROVEMENTS**
- Unoptimized transit operation
- Excessive fuel consumption/emissions
- Unoptimized freight operations

**SOLUTION PITFALLS**
- Infrastructure and vehicle must be V2I equipped

Disclaimer: all content is for planning purposes only and published as of Summer 2020. Contact the author at shacav@mdot.maryland.gov with any questions or comments.