



Overview Summary: Plan Introduction, Purpose, and the Anticipated Update Process

Introduction

The Maryland State Freight Plan (SFP) supplements and supports the overarching vision and goals of the State's long-range transportation planning initiatives per the Maryland Transportation Plan (MTP). It also incorporates national freight goals from federal surface transportation authorizations including the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the more recent Fixing America's Surface Transportation (FAST) Act.

Last updated and certified in 2017 as the **Maryland Strategic Goods Movement Plan**, MDOT has begun the process to update the SFP for an expected revision date and federal re-approval by Fall 2022, complying with the requirements of 49 U.S.C. §70202(e) to update the plan at least every five years. The SFP update will focus on:

1. Meeting the latest federal freight planning requirements of MAP-21, FAST Act, or beyond
2. Updating a comprehensive overview of freight movement in Maryland
3. Expanding insights into the latest freight supply chain or technology influences
4. Identifying policy needs and strategies to ensure the efficient movement of freight in Maryland
5. Identifying freight project priorities and related investment plans for a five-year forecast period (FFY 2023-2027)

Purpose








While aligning with federal planning requirements and broader state-specific initiatives per the MTP, the purpose of the SFP is to examine existing and projected conditions, build consensus, and identify policy positions, strategies, and freight projects to improve freight movement efficiency and safety. The 2017 SFP was framed around the following Vision:

Freight travels freely and safely through an interconnected network contributing to economic viability and growth for Maryland businesses.

A safe and efficient freight system leads to lower costs of goods that consumers and companies need for good quality of life and successful enterprise. Ensuring that the network of highways, railways, waterways, and airports are ready to handle the current level and anticipated growth of goods movement is a priority of the Maryland Department of Transportation (MDOT)

The SFP update will review/refine this Vision and any supporting freight goals and objectives throughout the plan, including their alignment with the most recent set of broader transportation goals as defined by the 2040 MTP (**Exhibit 1**).

Exhibit 1: Comparison of 2040 MTP Goals to 2017 Strategic Goods Movement Plan Goals

2040 Maryland Transportation Plan Goals	2017 Strategic Goods Movement Plan Goals
 <p>Ensure a Safe, Secure, and Resilient Transportation System</p>	Improve the safety and security of goods movers, the public at large, transportation assets, and cargo
 <p>Facilitate Economic Opportunity and Reduce Congestion in Maryland through Strategic System Expansion</p>	Maintain and improve Maryland's economic competitiveness
 <p>Maintain a High Standard and Modernize Maryland's Multimodal Transportation System</p>	Maintain and improve the performance of Maryland's multimodal freight system
 <p>Improve the Quality and Efficiency of the Transportation System to Enhance the Customer Experience</p>	Maintain and enhance the service experience for users of Maryland's multimodal freight system
 <p>Ensure Environmental Protection and Sensitivity</p>	Support environmental stewardship
 <p>Promote Fiscal Responsibility</p>	
 <p>Provide Better Transportation Choices and Connections</p>	Support the vitality of Maryland's communities

Updates to the SFP Vision, goals, and objectives will consider transportation programs and services that support freight logistics and multimodal transportation options. Efforts will aim to work in partnership with multimodal freight leaders to support the movement of both domestic and international cargo through the supply chain; to inform freight data and research needs; and to provide a framework for increased cross-sector, multijurisdictional, and multimodal coordination and strategic partnerships with industry.

Update Schedule/Milestones



Milestone 1: Visioning

Through the Spring of 2021, MDOT will begin compiling background updates to include peer assessment reviews, a revised SFP outline that complies with current freight planning requirements, and an inventory of Maryland's existing multimodal freight networks. These insights will fuel the coordination and refinement of overall freight-related visions, goals, objectives, and performance measures, culminating in regional stakeholder discussions in March/April 2021 via **Milestone Meeting #1**.

Milestone 2: Projects and Programs

Through the Summer of 2021, MDOT will assess freight conditions, performance, and trends to illustrate the state of freight movement in Maryland now and through future year 2040. Efforts may incorporate network or location-based details such as asset conditions, freight bottlenecks, or truck parking; as well as broader perspectives relating to supply chains, economic factors, technology implementation, or the environment. The collective insights will inform a compilation of specific freight needs, issues, and project/program priorities for stakeholder review in July/August 2021 via **Milestone Meeting #2**.

Milestone 3: Draft Plan Development

Through the end of 2021, MDOT will build upon the findings from Milestones 1 and 2 to compile the overall Draft SFP. This phase will formalize the necessary freight financial plans or investment plans for priority funded needs including, for example, planned expenditures of National Highway Freight Program (NHFP) funds per 23 U.S.C. § 167. Lists of unfunded needs, policy positions, and freight-related program/planning strategies will also be summarized. Submission of the Draft SFP will allow for a stakeholder review period in advance of discussion opportunities in late 2021 via **Milestone Meeting #3**.

Milestones 4-5: Final Plan Reviews and Federal Approval

Throughout 2022, MDOT will refine and finalize the SFP based on review feedback from the Federal Highway Administration (FHWA) and stakeholders, and in coordination with key project, freight, and senior leadership groups. The Final SFP will be submitted to the FHWA Maryland Division Office for formal review to determine if the plan contains all elements required by 49 U.S.C. § 70202. This determination is a prerequisite for MDOT to obligate NHFP-related freight funding apportioned to the State under 23 U.S.C. § 104(b)(5). MDOT will work toward achieving final FHWA approval by **November 20, 2022**.

Key Elements

MDOT aims to update the SFP using a comprehensive and collaborative freight planning approach that will mesh consistently with other current or ongoing transportation planning efforts throughout the Department and relative to statewide needs. To that end, key elements that will be referenced, coordinated, or directly incorporated as part of the update will include such details as follows:

State and Federal Freight Plan Coordination¹

- MAP-21 and FAST Act freight planning requirements or future re-authorization details
- 2017 Maryland Strategic Goods Movement Plan
- 2019 Maryland Transportation Asset Management Plan
- 2020 Maryland Statewide Truck Parking Study
- 2020 Maryland Statewide Rail Plan
- Maryland Air Quality and Climate Action Plan resources
- Maryland statewide truck bottleneck resources
- Peer assessment reviews of innovative or best practices from other State or MPO freight plans

State and Federal Leadership Coordination

- The Secretary's Office (TSO) – Office of Planning and Capital Programming
 - TSO – Office of Freight & Multimodalism
 - State Highway Administration (MDOT SHA)
 - Maryland Transportation Authority (MDTA)
 - Maryland Transit Administration (MDOT MTA)
 - Maryland Port Administration (MDOT MPA)
 - Maryland Aviation Administration (MDOT MAA)
 - Motor Vehicle Administration (MDOT MVA)
 - Maryland Freight TBU Roundtable
 - Maryland State Freight Advisory Committee (SFAC)
 - MDOT Senior Leadership
 - Federal Highway Administration (FHWA) Maryland Division Office
 - Federal Railroad Administration (FRA)
- MDOT Transportation Business Units (TBU)**
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Regional Stakeholder Coordination

- Cumberland Area Metropolitan Planning Organization (CAMPO)
- Hagerstown-Eastern Panhandle Metropolitan Planning Organization (HEPMPO)
- National Capital Region Transportation Planning Board (TPB)
- Baltimore Regional Transportation Board (BRTB)
- Wilmington Area Planning Council (WILMAPCO)
- Salisbury/Wicomico Metropolitan Planning Organization (S/WMPO)
- Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO)

¹ Refer to the MDOT Freight and Multimodal [webpage](#) for related plan resources.

Other Regional Stakeholders

- Other state, regional, and local government, economic development, private sector, education, and advocacy groups
- Other regional transportation coalitions such as The Eastern Transportation Coalition and the I-81 Corridor Coalition

Freight Inventory and Trend Assessments

- Jason's Law Truck Parking
- Primary Highway Freight System (PHFS)
- Critical Urban Freight Corridors (CUFC)
- Critical Rural Freight Corridors (CRFC)
- Multimodal Networks and Facilities
- Freight Industry and Supply Chain Insights / Maryland Supply Chain Analytics
- Freight Technology Coordination (ITS, CAV, TSMO)
- Freight Transportation Performance Measures (TPM) and current/future assessments
- Freight Economic Trends

Freight Implementation Details

- Statewide Freight Vision, Goals, and Objectives
- Statewide Policy Needs, Priority Projects, and Freight Program/Planning Strategies
- Freight Operations Needs (e.g. TSMO/CAV priorities)
- Freight Financial and Investment Planning, including NHFP resources
- Unfunded Needs Listing