

STATE FREIGHT ADVISORY COMMITTEE



State Freight Advisory Committee Meeting

Date: Tuesday, August 11, 2026 | Time: 9:00 a.m. – 11:00 a.m. EDT

VIRTUAL MEETING: Virtual, [Join via Microsoft Teams](#) or
Meeting ID: 293 111 534 755 521, Passcode: YH2F6Q6Q

Agenda

- » **SFAC Introductions**
- » **State Freight Plan**
 - **Schedule Updates**
 - **Maryland SFP Survey 2 Discussion**
 - **Draft 2026 Maryland State Freight Plan Discussion**
- » **Roundtable**
- » **Next Meeting / Wrap Up**

Attendees

NAME	AFFILIATION
Aviva Klugh	MDOT (TSO)
Brian Miller	MDOT (MPA)
Louis Campion	Maryland Motor Truck Association
Brian Hammock	CSX
James Harkness	MDOT (MDTA)
Stacey Beckett	MDOT (TSO)
Axel Carrion	UPS
Marissa Brown	MDOT (TSO)
Brett Ripkin	Jacobs
Chad Reese	WRA
Dominic Scurti	MDOT (MPA)
Matt Mullenax	Hagerstown Eastern Panhandle MPO
Kipp Snow	CCBC
Keith Kucharek	Baltimore Metropolitan Council
Romano, Harry	TTI
Tyler Ruth	MDOT (TSO)
Rana Shams	MDOT (SHA)
Mike Tetler	Carload Express
L'Kiesha Markley	MDOT (SHA)
Vinn White	MDOT (TSO)
Joseph Lombardo	MDOT (TSO)
Geoff Anderson	MDOT (TSO)
Bihui Xu	Maryland Department of Planning
Carl Chamberlin	MDOT (MDTA)
Eleias, Gena	Delaware DOT
Jasmine Champion	FHWA
Meg Young	MDOT (TSO)
Kandese Holford	MDOT (TSO)
Lamin Williams	MDOT (SHA)
Monica White-Mark	Rossi
Jill Lemke	MDOT (MPA)
Ray Moravec	MDOT (SHA)
Michelle Martin	MDOT (TSO)
Aaron Tomarchio	Trade Point Atlantic
Nicole Katsikides	TTI
Lisa Shemer	MDOT (SHA)
Janie Nham	Metropolitan Council of Governments

*Bold = SFAC Member

Meeting Minutes

Welcome

Vinn White, MDOT The Secretary's Office (MDOT TSO) gave opening remarks to kick off the August Maryland State Freight Advisory Committee meeting. He welcomed everyone on the call and did a quick summary of current freight events and the plan development process over the last 9 months.

State Freight Advisory Committee/Meeting Focus

Aviva Klugh, MDOT TSO gave an overview of the SFAC purpose, requirements, and objectives. The focus of the meeting is the Maryland State Freight plan, which is nearing completion. MDOT is on track to have our Plan approved by USDOT OST by 12/4/2026. IJJA identifies 17 federally required elements for an SFP which will serve as the foundation for the Maryland update. We are nearing completion of the draft and have sent the draft plan and technical appendix to the SFAC for review by August 21, 2026. The draft plan is tied to the goals in the 2050 Maryland Transportation Plan.

Maryland State Freight Plan Survey #2

Brett Ripkin, Jacobs Engineering and State Freight Plan team member. Brett gave an update on the second survey for the Maryland State Freight Plan update which included a mapping exercise of state and regional freight needs, unfunded needs, and ranking of Plan objectives. At the close of the survey, there were 46 responses. General comments included: Increased funding for Rail and Multimodal Freight; Need for better freight data, mapping, and planning tools; Better integration of freight planning with land use decisions; Truck parking remains a significant concern; Continued emphasis on operations and system management; Environmental and sustainability considerations (mode shift); Request for additional project information including costs; and Increased opportunity to provide comments of specific projects.

Matt Mullenax, Hagerstown Eastern Panhandle Metropolitan Planning Organization. Matt mentioned the survey results did not identify I-81 as top ranked unfunded project even though it has been top priority for Washington County and Hagerstown. This brought up a discussion on priorities in the survey versus regional needs and the importance for comments on the draft plan. This project was also confirmed to be addressed in the funded needs section.

Bihui Xu, Maryland Department of Planning, recommended that MDOT pull from the 2022 State Freight Plan and past MDOT plans to find priorities. The SFP project team confirmed that MDOT is using the 2022 SFP as the foundation for the 2026 update and identifying projects that were completed to highlight and not completed to inform/build upon.

Aaron Tomarchio, Trade Point Atlantic, mentioned in the chat that it will be helpful to also note better signage and maintenance of freight corridors to help direct trucks out of local communities. This is a very big issue on the east side of Baltimore County.

Aviva Klugh responded that we know this is not a standalone issue and highlighting these anecdotal experiences helps the team find the data to back them up and put them into the plan.

Ray Moravec, State Highway Administration, asked if the Francis Scott Key Bridge(FSK) rebuild project is included in the unfunded needs list. **L'Kiesha Marley, State Highway**

Administration and State Freight Plan update team member clarified that FSK included in is being addressed, will be added/updated to a larger list of “mega projects.”

Draft 2026 Maryland State Freight Plan Discussion

Aviva Klugh gave an overview of each chapter of the draft State Freight Plan. She went over the required 17 freight plan elements per the Infrastructure Investment and Jobs Act (IIJA), the purpose and vision, plan organization, and alignment with the federal requirements and state planning goals.

Aviva gave an overview of Chapter 2: Goals and Objectives to discuss the four plan goals and associated objectives. For the goal on enhancing safety and security, **Ray Moravec** asked if we have enforcement for overweight trucks on the system in the plan (in this section or somewhere else). **L’Kiesha Markley** clarified that this information is worked into our strategies and additionally we will be incorporating feedback from freight carriers. **Chad Reese, WRA and Maryland State Freight Plan update team member**, confirmed that this enforcement is reflected in plan, built into strategies, summary of needs, and action plan.

Aviva Klugh gave an overview of Chapter 3: Freight Demand and the economy. This was an overview of industry sectors and commodity flows. Chapter 4: Freight Networks and Infrastructure was then highlighted with examples of the maps in the draft plan. It was noted that the color scheme may be changed to meet ADA requirements.

Bihui Xu mentioned that the map is important from planning perspective, static maps are always too small could there be hyperlink to link to interactive web maps/applications so that more information is available. Aviva Klugh said this can be explored.

Aaron Tomarchio asked via the chat if the project team is noting the impact of the loss of the Key Bridge (incomplete I-695) on the state's overall freight infrastructure?

Moving on to Chapter 5: Freight System Trends and Needs, **Aviva Klugh** gave an overview of the needs related to each goal. **Chad Reese** described bulkiness of chapter 5 and how 90-95% of projects in previous SFP are completed / funded. The remaining projects were moved into the 2026 draft plan.

L’Kiesha Markley gave an overview of Chapter 6: Draft Freight Investment Plan that is covered by FY2027 to FY2031 and is specifically for federal investments needed along the National Highway Freight Network. **Bihui Xu** asked if this includes MDTA's project [FSK] in the Freight investment plan. **L’Kiesha Markley** replied no due to how the project is being funded. It is included in a list of “mega” regional projects. Chad Reese clarified that from a federal requirement perspective only projects that are eligible for national highway freight formula funds are included in this list.

Matt Mullenax expressed his excitement about I-81 projects identified in funded project list. He asked a question about the Draft Freight Investment Plan- How is MDOT anticipating these projects end up in draft CTP? He mentioned the Washington County tour meeting is on September 17 this year and asked if this will be presented to the commissioners? **L’Kiesha Markley** responded that MDOT is coordinating with regional planners on these projects, there are some STIP/TIP actions that need to occur. Ray Moravec provided more insight and said that the team is working through that process as it relates to the draft and how they are shown in the draft/final CTP. He anticipates this will also come up for discussion at MACO this week.

Aviva Klugh noted that this freight investment plan is for FY27-31; the CTP is FY27-32. The FIP is a snapshot of funding for national highway freight network and have both funded and unfunded needs in the freight program (FIP - \$20M).

Aviva Klugh asked for feedback on program names from survey – due diligence to update names to current names at time of publication. **Matt Mullenax** mentioned via chat that the Bridge Investment Program (BIP) may be another good grant program to include.

Aviva Klugh gave an overview of the Freight Strategic Implementation plan (Chapter 7) and asked for more implementation tasks to include and for more photos to incorporate into the plan. Aviva gave an overview of the technical appendices and emphasized the need for review and comments.

Prior to the Roundtable discussion, **Geoff Anderson, MDOT TSO**, gave thanks to Aviva / to SFAC for the hard work on developing the draft plan. He asked if we are on track or if any particular changes are needed?

Meg Young, MDOT TSO, mentioned her team is reviewing plan on how does freight fit into complete streets. She appreciates the wide perspective of the team and impacts to immediate delivery of freight, but also environment and first/last mile. **Aviva Klugh** supported this and emphasized how we are looking to show how these subsectors are growing since the 2022 plan and ensure that this plan integrates and provides framework to feed into other efforts for a multimodal perspective (as it relates to the transportation system and general information).

Bihui Xu gave kudos to the team and stated that meetings are effective and generate good discussion. MDP's role is to support implementation and plan development as they have a closer relationship with local planning. Local freight planning is challenging and MDP encourages coordination with MDOT and for MDOT to coordinate with local jurisdictions to find out local data. Bihui Xu recommended a "one stop shop" for freight planning information to increase access for locals and support better decision-making. Implementation is key and working with agencies and stakeholders proactively, support locals to address freight issues, like an incentive program or other ways to encourage local freight planning, can be considered and is important.

The discussion then moved to the Roundtable discussion.

Open Forum and Stakeholder Discussion (Roundtable)

Nicole Katsikides, Texas Transportation Institute. The team is working on a project for the Baltimore Metropolitan Council to complete a freight study, talking about results of that at sept (23rd?) meeting (which is public and can be shared with group if interested in joining), truck parking, planning for freight, freight finder, and best practices for MPO's on freight planning

Aviva Klugh, MDOT, mentioned the Consolidated Transportation Program tour schedule that occurs in the fall (mid-September through end of October). The schedule is on the MDOT website. Aviva encouraged the stakeholders to coordinate with their counties to get freight projects and priorities in the local transportation priority letters.

Closing Remarks and Next Steps

Aviva Klugh gave the closing remarks and mentioned that comments on the draft 2026 State Freight Plan are due by August 21, 2026, and the meeting materials will be resent for convenience. The next steps are finalizing the SFP and submitting to US DOT/FHWA for review. The 2026 State Freight Plan is expected to be adopted by December 4, 2026.

Aviva Klugh thanked the SFAC, consultants, agency partners, and all others for their help in developing the State Freight Plan. A December 2026 freight summit is anticipated to continue coordination.