MARYLAND DEPARTMENT OF TRANSPORTATION

STATE FREIGHT ADVISORY COMMITTEE

Spring Meeting

April 8, 2026

Cargo Freight moving raw materials on tracks next to modern apartments and trees

Truck on highway during sunset

Train on tracks during snow

Plane unloading cargo at airport

Ship workers anchoring a vessel to the dock

AGENDA

- Remarks and Refreshers (5 min)
  - Leadership Remarks
  - Introductions
  - SFAC Goals and Roles
- Updates (35 minutes)
  - Maryland State Freight Plan
  - SHA Freight Activities
  - Francis Scott Key Bridge Rebuild
  - Truck Parking and Jason's Law
  - Port of Baltimore Activities
- Roundtable (15 min)
- Next Meeting / Wrap Up (5 min)

Maryland SFAC Current Members and Roll Call

SPONSOR: Maryland Department of Transportation

Industry	Maryland State Agency	Association	Railroad
Military	Federal Agency	Local Government	MPO
	Regional State Government Agency	Jurisdictional Government Agency	

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE FREIGHT ADVISORY COMMITTEE

State Freight Advisory Committees (SFAC) are established by **49 U.S. Code § 70201**, which applies to states that receive National Highway Freight Program funding

Title 49 - TRANSPORTATION
SUBTITLE IX - MULTIMODAL FREIGHT TRANSPORTATION
CHAPTER 702 - MULTIMODAL FREIGHT TRANSPORTATION PLANNING AND INFORMATION
Sec. 70201 - State freight advisory committees
From the U.S. Government Publishing Office, www.gpo.gov

§70201. State freight advisory committees

(a) IN GENERAL.—The Secretary of Transportation shall encourage each State to establish a freight advisory committee consisting of a representative cross-section of public and private sector freight stakeholders, including representatives of ports, freight railroads, shippers, carriers, freight-related associations, third-party logistics providers, the freight industry workforce, the transportation department of the State, and local governments.

(b) ROLE OF COMMITTEE.—A freight advisory committee of a State described in subsection (a) shall—

(1) advise the State on freight-related priorities, issues, projects, and funding needs;
(2) serve as a forum for discussion for State transportation decisions affecting freight mobility;
(3) communicate and coordinate regional priorities with other organizations;
(4) promote the sharing of information between the private and public sectors on freight issues; and
(5) participate in the development of the freight plan of the State described in section 70202.

(Added Pub. L. 114–94, div. A, title VIII, §8001(a), Dec. 4, 2015, 129 Stat. 1610.)

EFFECTIVE DATE

Section effective Oct. 1, 2015, see section 1003 of Pub. L. 114–94, set out as an Effective Date of 2015 Amendment note under section 5313 of Title 5, Government Organization and Employees.

SFAC Goal

Represent the freight community at large and advise the state on freight-related priorities, policies, issues, projects, and funding needs in order to advance freight goals and objectives in Maryland

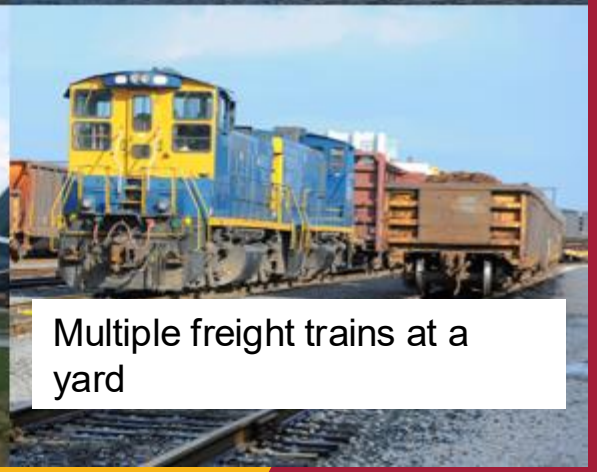
SFAC Objectives

- **Support state freight plan update**
- Provide feedback on freight project prioritization
- Provide guidance on freight program activities
- Communicate freight experience and bottlenecks
- Advise on next generation supply chain operations and how the state can support industry
- React to freight performance and advise on solutions to address bottlenecks

Large Red Truck

Cargo ship being unloaded at a port by a crane

Amazon Prime Air Cargo Plane



Multiple freight trains at a yard

MARYLAND DEPARTMENT OF TRANSPORTATION

State Freight Plan Update

Office of Planning, Programming, and Project Delivery

April 8, 2026

State Freight Plan Update

2022 SFP

Truck on highway during sunset

Train on tracks during snow

Plane unloading cargo at airport

Ship workers anchoring a vessel to the dock

Cargo Freight moving raw materials on tracks next to modern apartments

Purpose

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

- **Federally, mandated four-year update**
- **Last update was published Nov 2022**
- **Next update must be completed by late August 2026 and approved by USDOT OST by December 5, 2026**

MARYLAND DEPARTMENT OF TRANSPORTATION

www.mdot.maryland.gov/OPCP/MDOT_State_Freight_Complete_2022_12_06.pdf

State Freight Plan Update

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

Alignment with the 2050 Maryland Transportation Plan Goals

Enhance Safety and Security:

Protect the safety and security of all residents, workers, and visitors.

Incident Response Team member responding to a case

Promote Environmental Stewardship:

Minimize and mitigate the environmental effects of transportation.

Natural Field of wheat

Deliver System Quality:

Deliver a reliable, high-quality, integrated transportation system.

Shuttle Bus passing a crosswalk

Serve Communities & Support the Economy:

Expand transportation options to allow Maryland's diverse communities to access opportunities and to support the movement o goods.

BWI Airport Arrivals dropoff

MARYLAND DEPARTMENT OF TRANSPORTATION

www.mdot.maryland.gov/OPCP/MDOT_State_Freight_Complete_2022_12_06.pdf

Existing Law Freight Plan Elements

The **Infrastructure Investment and Jobs Act (IIJA)*** identifies **17 federally required elements** for a state freight plan

1. Freight system trends, needs, and issues
2. Freight policy, strategy, and performance measure evaluations
3. Rural and Urban Freight Network
4. Alignment with National Freight Policy goals
5. Innovative technologies and operational strategies
6. Asset preservation and improvement strategies
7. Freight bottlenecks, mobility issues, and mitigation strategies
8. Freight congestion and mitigation strategies
9. Freight Investment Plan
10. Truck parking facilities assessment
11. Supply chain cargo flows (by mode)
12. Inventory of commercial ports
13. Consideration of multi-state freight compacts
14. Impacts of e-commerce of freight infrastructure
15. Considerations for military freight
16. Focus on enhancing freight resilience and reducing freight environmental impacts
17. State Freight Advisory Committee (SFAC) consultation

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** Per federal code 49 U.S.C. 70202*

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MARYLAND DEPARTMENT OF TRANSPORTATION

** Per federal code 49 U.S.C. 70202*

State Freight Plan Structure

Background

1. **Introduction**
   - Purpose, Vision, and Context
   - Recent Freight Actions and Resources
   - Stakeholders and Partnerships
2. **Strategic Goals and Objectives**
   - Overview and Alignment with 2050 MTP
   - Federal/State Requirements
   - Initial Outreach Perspectives
3. **Freight Demand and the Economy**
   - Commodity Flows
   - Freight Economic Influences
   - Freight Industry Sector Profiles
4. **Freight Network and Infrastructure**
   - Road, Rail, Port/Waterway, and Air
   - Energy Infrastructure
   - Multimodal Freight Network

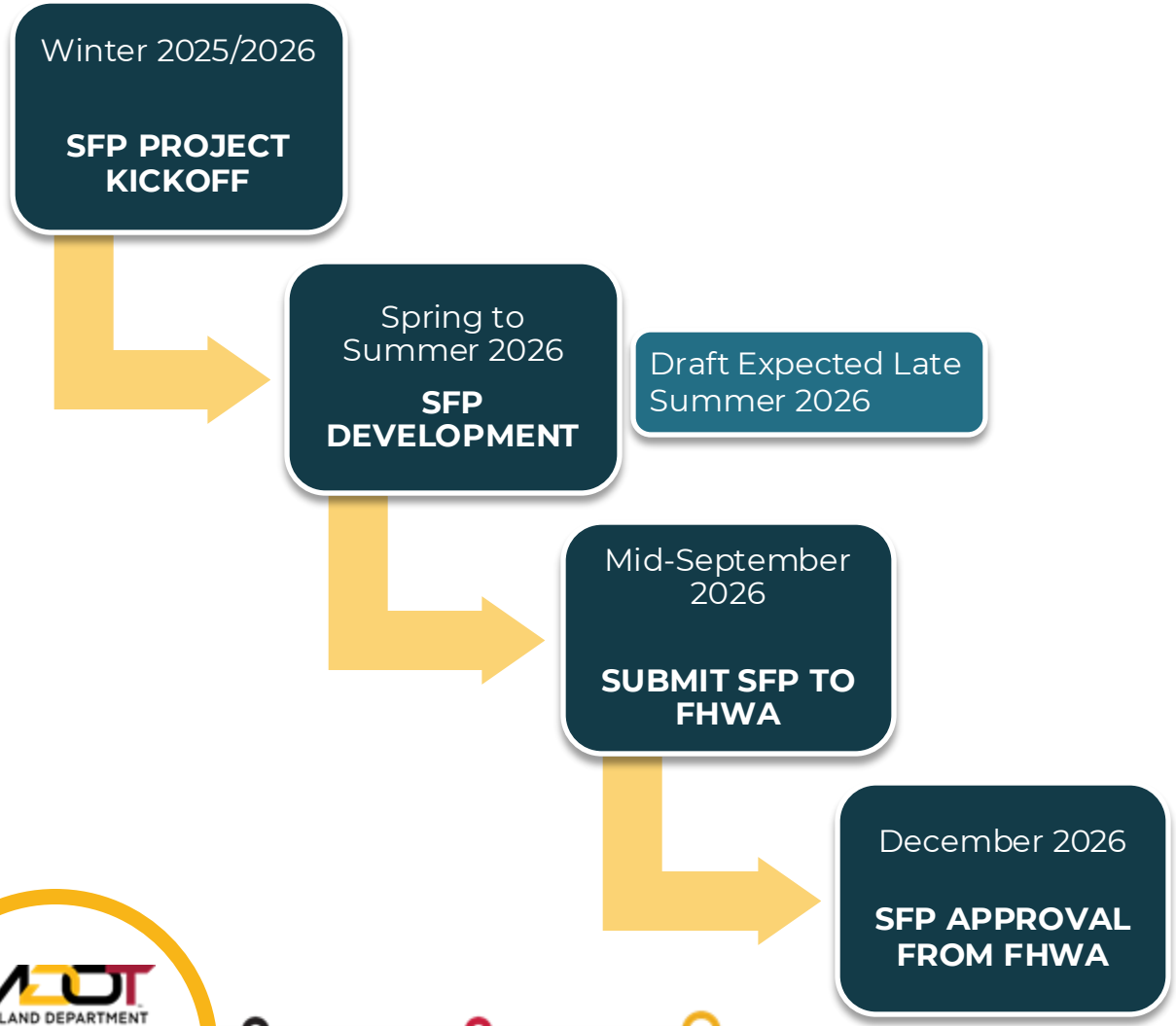
Focus Areas

5. **Freight Performance, Trends, Needs**
   - Freight Performance Measures (by goal)
   - Agency and Stakeholder Perspectives
   - Freight Needs (regional and statewide)
6. **Freight Focus Areas and Programs**
   - Aligned with federal requirements
   - Aligned with state freight needs and interests

Implementation

7. **Freight Projects and Investment Plan**
   - Freight Project Candidates
   - Funding Opportunities
   - Freight Investment Plan
8. **Freight Plan Implementation**
   - Freight Strategies
   - Implementation Tactics and Next Step Priorities

Project Timeline



- **Timeline**
  - At this time ~6 months to complete
  - Submit to FHWA Final Draft in September 2026, Final Plan adopted after approval by December 5, 2026
- **Key Tasks to Date**
  - Peer Assessment
  - Goals and Objectives
- **Project Leads**
  - MDOT Core Team (TSO, SHA)
  - Consultant Team (WRA, Jacobs)
- **Outreach**
  - MDOT Freight Roundtable
  - State Freight Advisory Committee
  - Coordination with senior leadership, MPOs, FHWA, and regional stakeholders at key milestones

MARYLAND DEPARTMENT OF TRANSPORTATION

Contact

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Strategic Planning Manager

Maryland Department of Transportation

The Secretary's Office

Office of Planning, Programming, and Project Delivery

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Project Email

MDStateFreightPlan@mdot.maryland.gov

Project Website

www.mdot.Maryland.gov/freightplan

SFAC Website

www.mdot.maryland.gov/SFAC

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Trucks moving along a 2 lane highway in a rural/natural area

SERIOUS ABOUT SAFETY

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

AASHTO Washington Briefing
Maryland's Truck Parking Collaboration

Raymond L. Moravec, PE
Deputy Chief Engineer
Planning, Engineering, and Real Estate

April 8, 2026

State Freight Plan: Key Federal Performance Elements

Maryland's State Freight Plan (FP) includes:

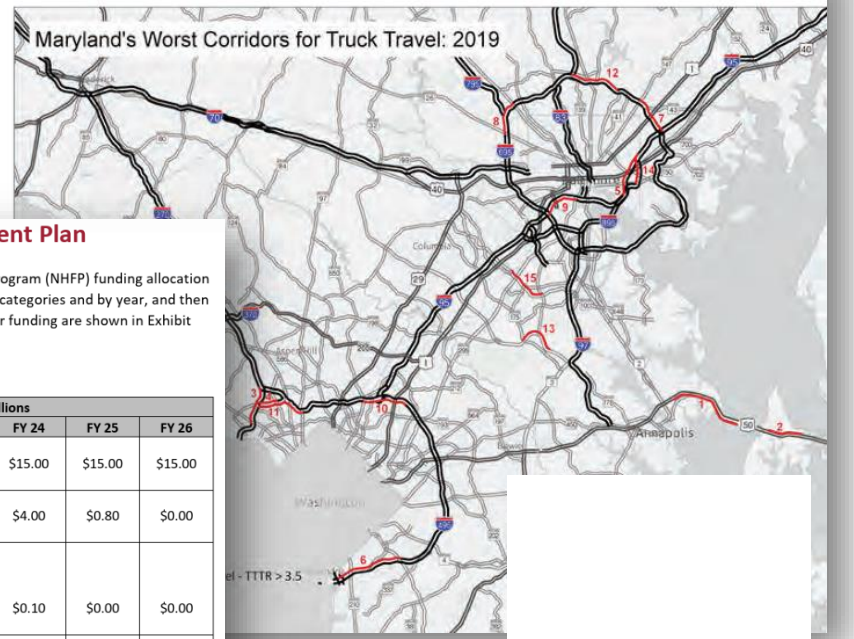
- Federal Performance Measures
- Top Truck Bottlenecks
- Freight Investment Plan

EXHIBIT 5.5: MARYLAND FREIGHT PERFORMANCE MEASURES (QUALITY OF SERVICE, EFFICIENCY, AND CUSTOMER EXPERIENCE)

FREIGHT PERFORMANCE MEASURE (unit)	LAST ESTIMATE (year)	LATEST ESTIMATE (year)	TREND
GOAL: QUALITY OF SERVICE, EFFICIENCY, AND CUSTOMER EXPERIENCE			
MARYLAND ONE PERMIT SYSTEM – TOTAL PERMITS ISSUED (#)	no data	123,388 (2020)	—
MARYLAND ONE PERMIT SYSTEM – AUTO-ISSUED PERMITS (average auto-issue rate)	no data	80% (20	
ANNUAL HOURS OF DELAY FOR TRUCKS (hours)	5,396 (2017)	5,096 (20 3,516 (20	
TRUCK TRAVEL TIME RELIABILITY INDEX (TTTR) (index value)	1.89 (2017)	1.95 (201 1.81 (202	
TRUCK MOBILITY AROUND THE PORT OF BALTIMORE (truck hours of delay in millions)	1.24 (2017)	1.66 (20	
TRUCK MOBILITY COST AROUND THE PORT OF BALTIMORE (truck congestion cost in $ millions)	$70.30 (2017)	$110.50 (2	
AVERA TERMI			

LEGEND:

EXHIBIT 6.22: MARYLAND'S LEAST RELIABLE CORRIDORS FOR TRUCK TRAVEL (2019 TTTR BASED)[34]



National Highway Freight Program (NHFP) Freight Investment Plan

This appendix to the Maryland Freight Plan summarizes the anticipated National Highway Freight Program (NHFP) funding allocation for FY22 thru FY 26 to Maryland. Funding for freight projects and initiatives are presented by major categories and by year, and then further broken down by projects or initiatives. NHFP candidate projects and those recommended for funding are shown in Exhibit F.7.

Exhibit F. 1: Maryland National Highway Freight Program (NHFP) Funding Allocation FY 22 thru FY 26

Major Category	Costs in $ millions					
	Total Cost	FY 22	FY 23	FY 24	FY 25	FY 26
CTP Construction Projects Major capital improvement projects included in Maryland's Consolidated Transportation Program (FY22 – FY27).	$75.00	$15.00	$15.00	$15.00	$15.00	$15.00
Park and Ride Fund 81 initiatives to improve Truck Parking Facilities.	$6.90	$0.40	$1.70	$4.00	$0.80	$0.00
Travel Forecasting and Innovative Planning and Performance Management Fund 70 planning activities for travel forecasting and analysis and innovative planning and performance measures analysis efforts.	$0.90	$0.68	$0.13	$0.10	$0.00	$0.00
CAV/TSMO Fund 86 planning, design, and construction activities for technology deployment efforts including CAV, ITS, and TSMO.	$11.80	$1.30	$2.50	$4.00	$4.00	$0.00
Motor Carrier Division Fund 23 planning, design, and construction activities related to the Virtual Weigh Station program, including upgrades to static scales and associated equipment.	$8.85	$0.67	$2.17	$2.17	$2.17	$1.67
TOTAL REQUEST	**$103.45**	**$18.05**	**$21.50**	**$25.27**	**$21.97**	**$16.67**

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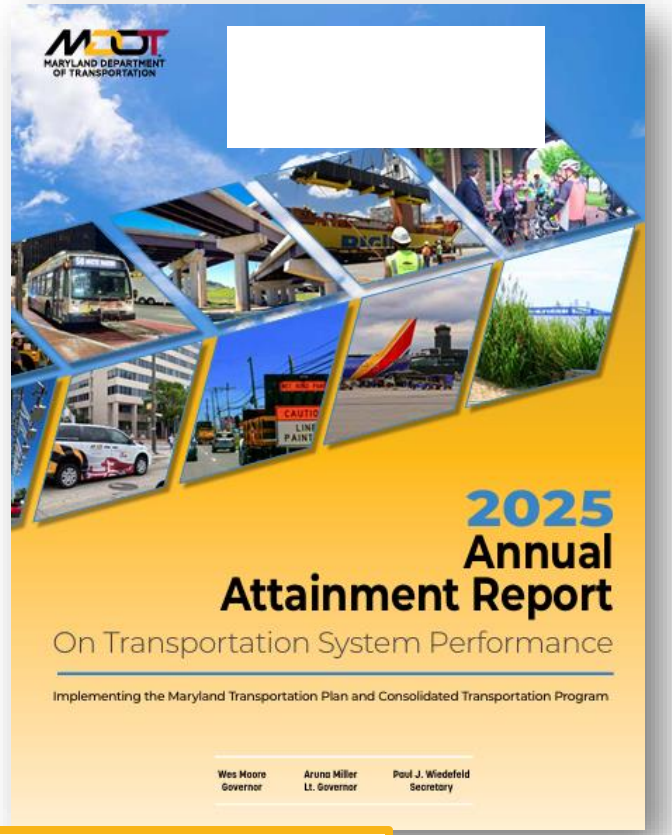
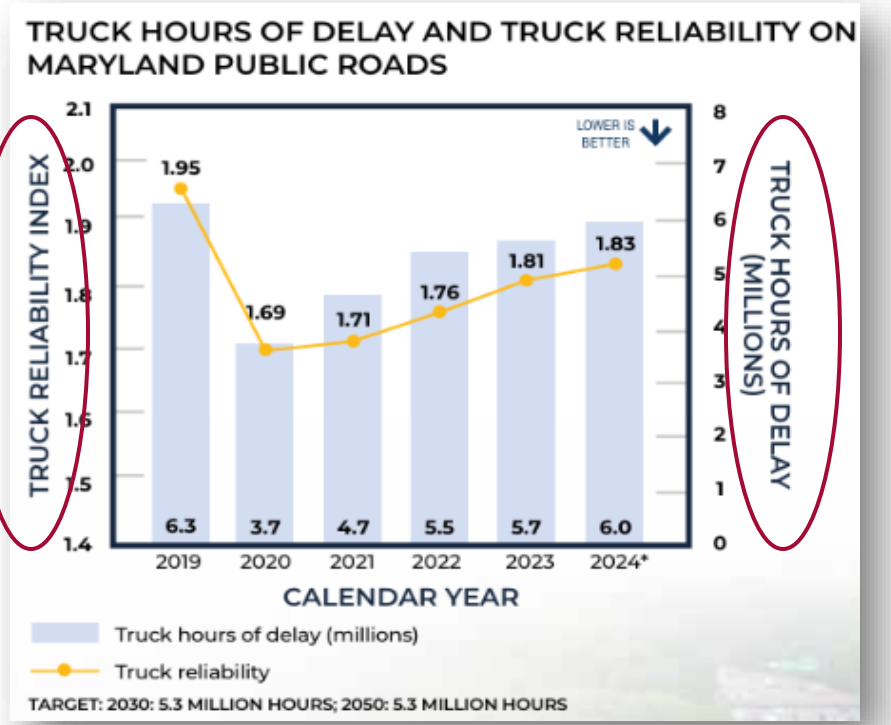
Freight Performance Reporting: MDOT Attainment Report





What Are Future Strategies?

- MDOT is working on the Transportation Systems Management and Operations (TSMO) project on I-695 (Baltimore Beltway) from I-70 to MD 43 (White Marsh Boulevard) in Baltimore County to reduce congestion and delay and increase reliability of travel within the project area.
- MDOT is deploying Intelligent Transportation System (ITS) technology where deemed appropriate, such as the US 50 corridor from the Bay Bridge to the Eastern Shore to increase travel reliability.
- The 2022 State Freight Plan identified projects for initial National Highway Freight Program funding to improve freight movement in the State.

Federal Freight Measure
Truck Travel Time Reliability Index (TTRI)

State Freight Measure
Truck Hours of Delay

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Freight Reliability Bottlenecks

Top bottlenecks reported in:

- State Freight Plan
- Federal Performance Report

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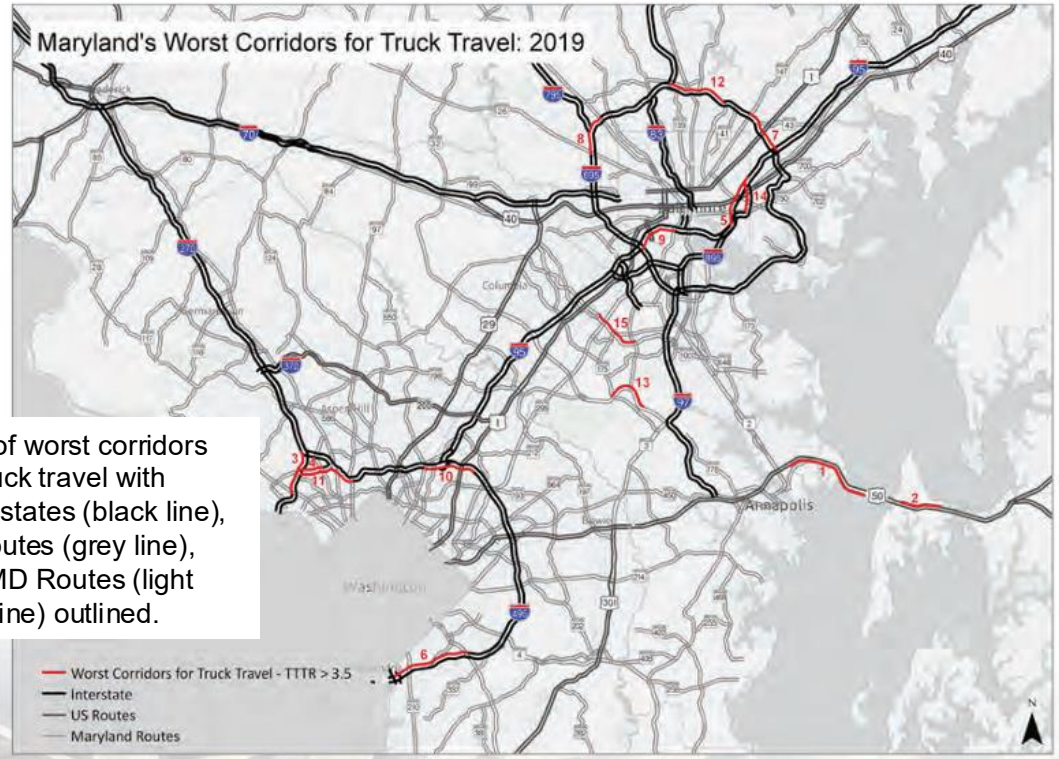

Map of worst corridors for truck travel with interestates (black line), US routes (grey line), and MD Routes (light grey line) outlined.

RANK / ROUTE / TTTR MAX / LIMITS
1. **US 50 EB** (TTTR = 6.0) Bay Dale Drive to Chesapeake Bay Bridge
2. **US 50 WB** (TTTR = 5.9) Piney Creek Road to MD 8
3. **I-270 West Spur SB** (TTTR = 5.8) I-270 Split to I-495
4. **I-495 Outer Loop** (TTTR = 5.0) MD 187 to MD 190
5. **I-95 SB** (TTTR = 4.4) I-895 Split to MD 150
6. **I-495 Inner Loop** (TTTR = 4.3) MD 5 to I-295
7. **I-695 Outer Loop** (TTTR = 4.3) I-95 to MD 147
8. **I-695 Outer Loop** (TTTR = 4.2) MD 140 to MD 26
9. **I-95 NB** (TTTR = 4.1) I-695 to MD 295
10. **I-495 Inner Loop** (TTTR = 4.0) MD 650 to Greenbelt Metro Station
11. **I-495 Inner Loop** (TTTR = 4.0) I-270 West Spur to MD 185
12. **I-695 Outer Loop** (TTTR = 3.9) Cromwell Bridge Road to I-83
13. **MD 32 WB** (TTTR = 3.9) Sappington Station Road to MD 175
14. **I-895 SB** (TTTR = 3.7) I-95 Split to Ponca Street
15. **MD 100 WB** (TTTR = 3.6) MD 170 to Coca Cola Drive

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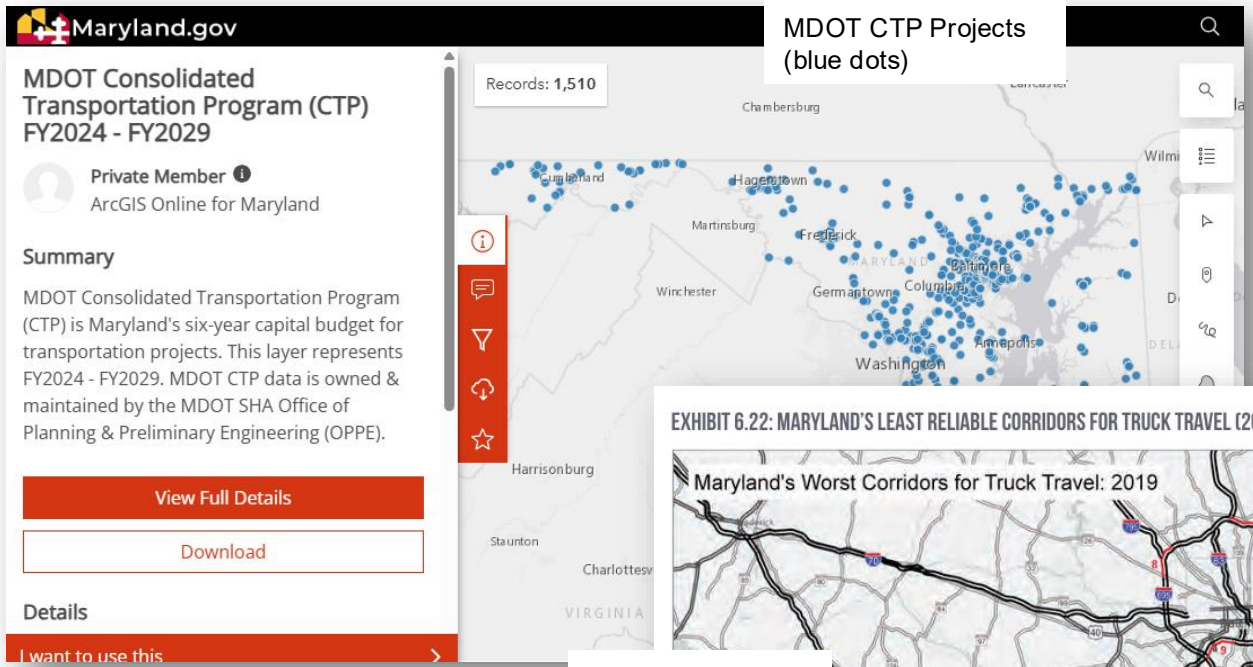
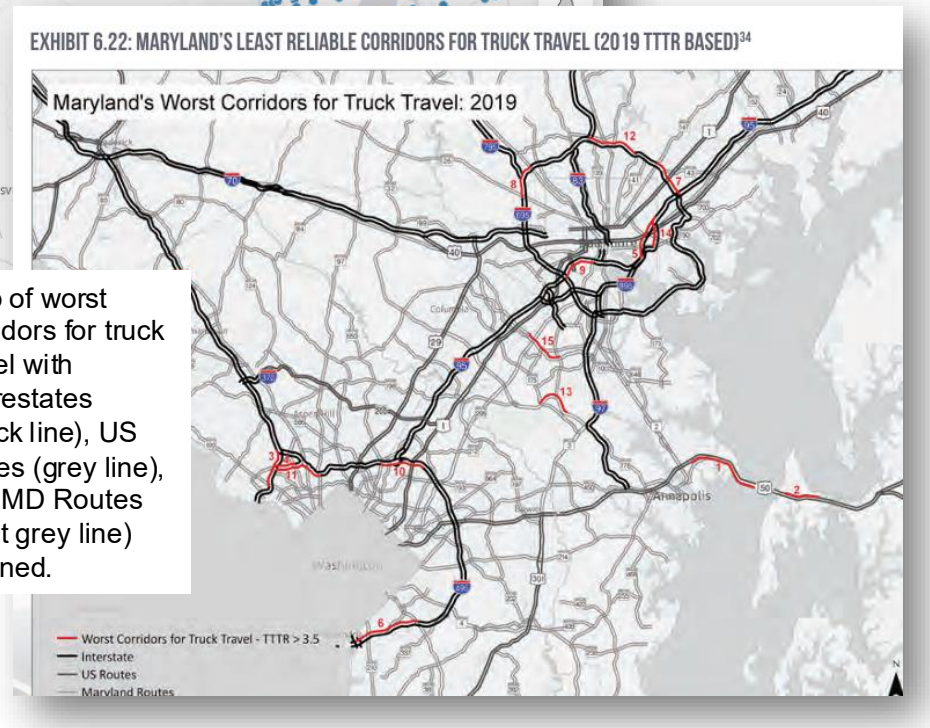
NHFP Freight Investment Plan

- **Top bottlenecks** are overlaid with the **Consolidated Transportation Plan (CTP)**
- Projects in the vicinity of bottlenecks are opportunities to address bottleneck sources and improve freight mobility





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NHFP Freight Investment Plan

- Investments are selected to align with performance goals and plan priorities

National Highway Freight Program (NHFP) Freight Investment Plan

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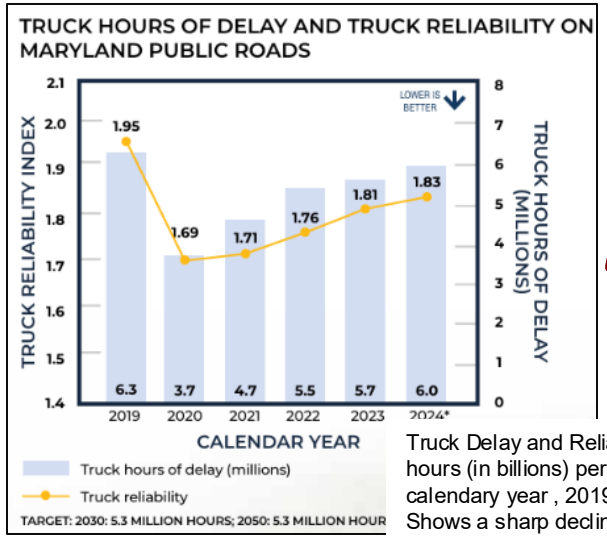
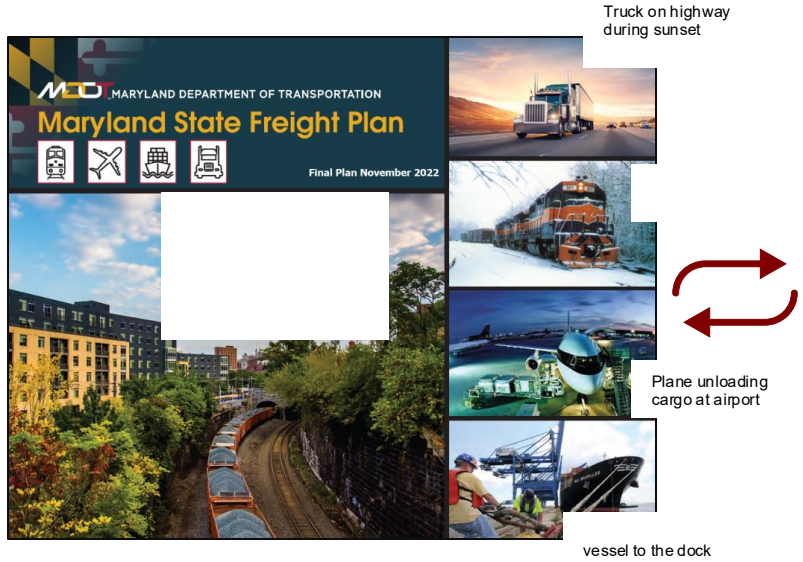
Planning to Improve Freight Performance



Truck Delay and Reliability hours (in billions) per calendary year , 2019-2024. Shows a sharp decline after covid and a slow rise since.

Freight Performance Reporting

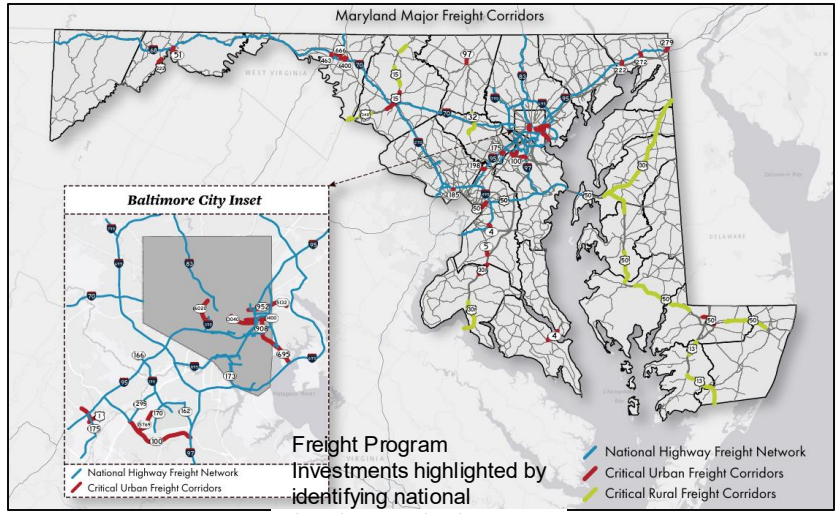


Truck on highway during sunset

Plane unloading cargo at airport

vessel to the dock

State Freight Plan



Freight Program Investments highlighted by identifying national (blue), urban (red), and rural (green) critical corridors.

National Highway Freight Program (NHFP) Investments

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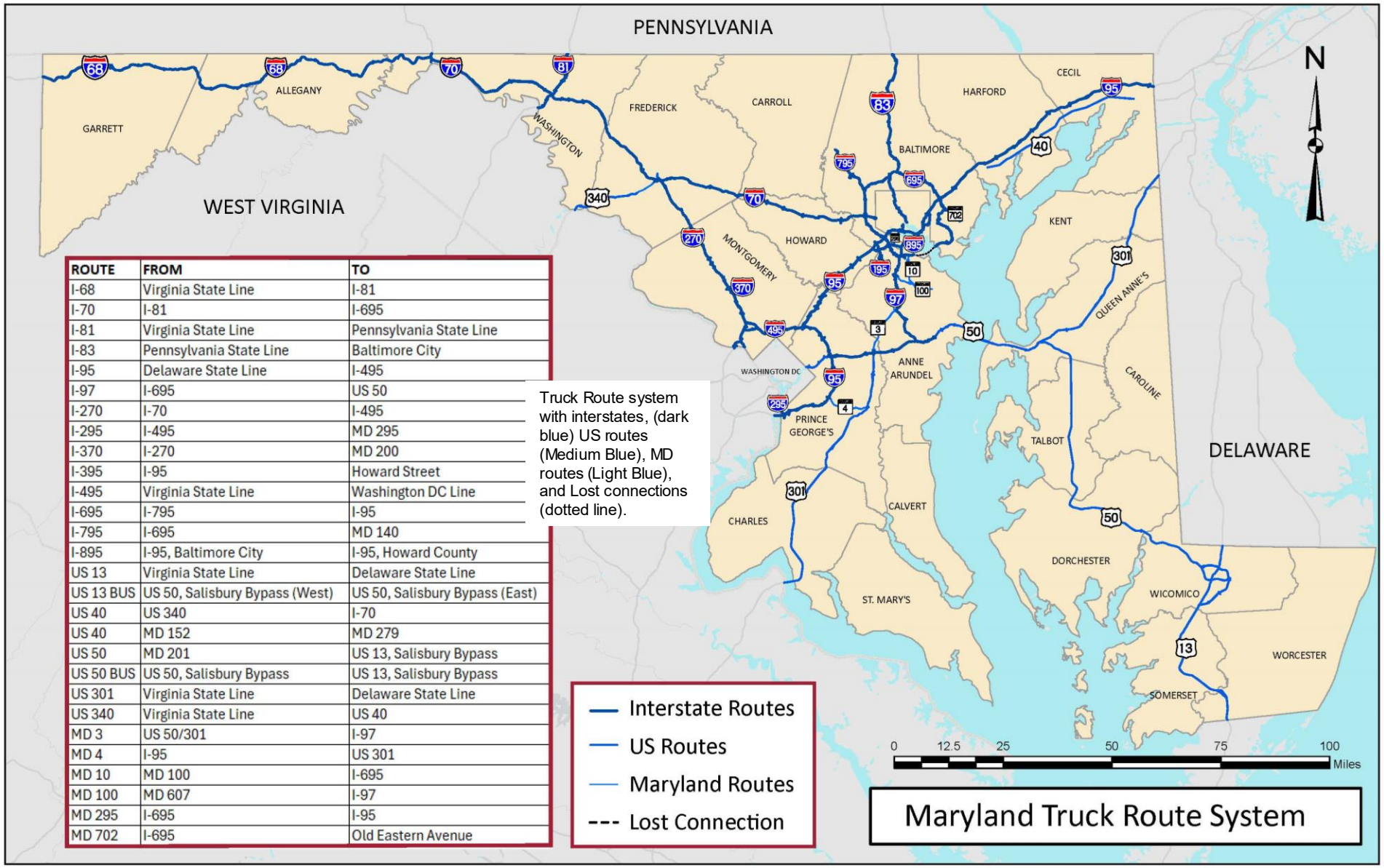

ROUTE	FROM	TO
I-68	Virginia State Line	I-81
I-70	I-81	I-695
I-81	Virginia State Line	Pennsylvania State Line
I-83	Pennsylvania State Line	Baltimore City
I-95	Delaware State Line	I-495
I-97	I-695	US 50
I-270	I-70	I-495
I-295	I-495	MD 295
I-370	I-270	MD 200
I-395	I-95	Howard Street
I-495	Virginia State Line	Washington DC Line
I-695	I-795	I-95
I-795	I-695	MD 140
I-895	I-95, Baltimore City	I-95, Howard County
US 13	Virginia State Line	Delaware State Line
US 13 BUS	US 50, Salisbury Bypass (West)	US 50, Salisbury Bypass (East)
US 40	US 340	I-70
US 40	MD 152	MD 279
US 50	MD 201	US 13, Salisbury Bypass
US 50 BUS	US 50, Salisbury Bypass	US 13, Salisbury Bypass
US 301	Virginia State Line	Delaware State Line
US 340	Virginia State Line	US 40
MD 3	US 50/301	I-97
MD 4	I-95	US 301
MD 10	MD 100	I-695
MD 100	MD 607	I-97
MD 295	I-695	I-95
MD 702	I-695	Old Eastern Avenue

Truck Route system with interstates, (dark blue) US routes (Medium Blue), MD routes (Light Blue), and Lost connections (dotted line).

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Truck Parking in Maryland

- Truck parking is of critical importance to the safe operation of Maryland's freight infrastructure, supply chains, and the state's economy
  - Undesignated truck parking endangers drivers and other roadway users, deteriorates infrastructure not intended for truck weight and volumes, and can impact freight operations.
  - Observed unauthorized truck parking along surveyed routes (2012-2017) had increased **by 20%**.
- The 2022 Maryland Freight Plan, 2020 Maryland Statewide Truck Parking Study, and 2017 Maryland Strategic Goods Movement Plan identify truck parking as a top freight mobility and safety need in the state.
  - Studies revealed that Maryland has among the lowest truck parking supply per 100,000 truck vehicle-miles traveled compared with neighboring states, with corridors such as I-95 and I-70 experiencing substantial overflow and crash histories tied to inadequate parking availability.
- SHA is investing to address this shortage at publicly-owned sites.
  - In February 2026, SHA reached substantial completion of expanded truck parking at South Mountain House on I-70.
  - We are seeking to partner with USDOT to continue building out our truck parking project pipeline.

Aerial view of a truck parking rest stop (both sides of the highway) next to a busy highway with trucks and vehicles parked diagonally. The rest area seems to be nicely built up/ maintained. There also seems to be some type of construction going on in the lot.

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Truck Parking in Maryland

- Maryland Turck Parking Obstacles and Challenges
  - Lack of Dedicated and Overall Limited Truck Parking
  - Lack of Knowledge of Where/How to Find Truck Parking
  - Different Truck Parking Needs in Rural and Urban Areas
  - Safety and the Perception of Safety
  - Lack of Amenities at Truck Parking Facilities
  - Noise in Neighboring Communities near Truck Parking Facilities
  - Lack of Innovation in Truck Parking
  - Lack of Real-Time Parking System and Navigation
  - Legislative Challenges

Trucks parked side by side next to a sign for Interstate 95.

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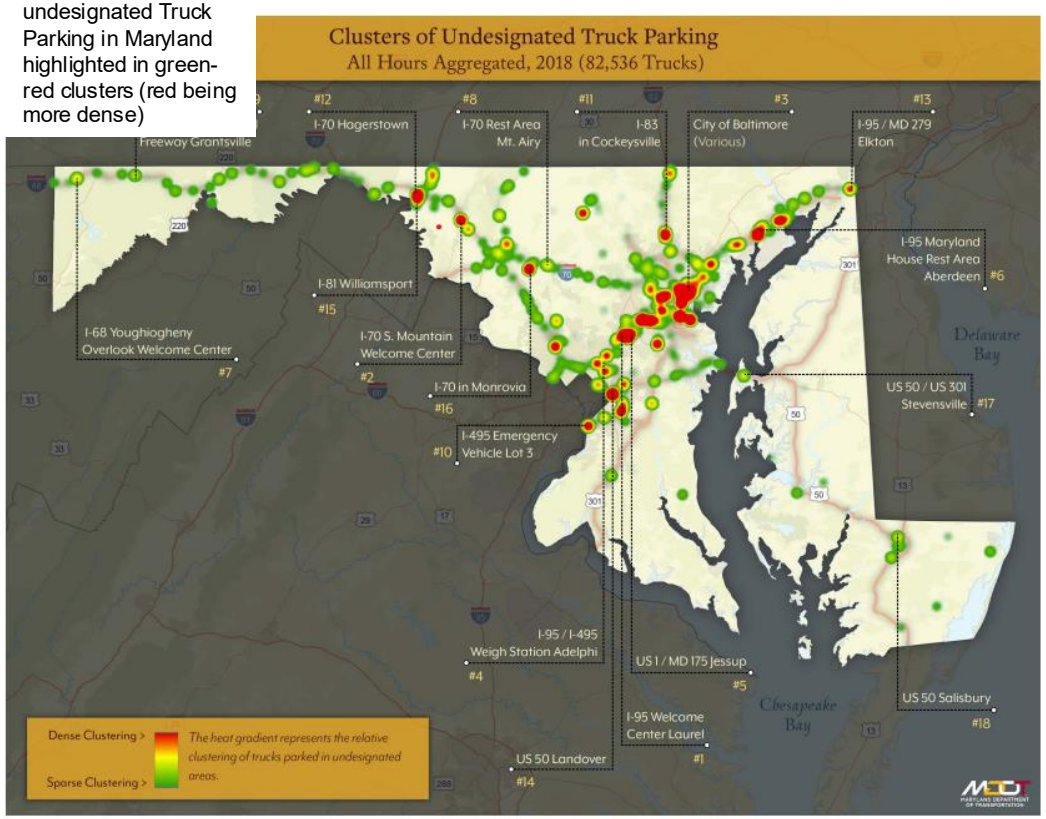
Findings from 2020 Maryland Statewide Truck Parking Study

Truck Parking Key Initiatives

- Overall MDOT Park and Ride Strategic Plan Update
- Annual Maryland Freight Network Truck Parking Studies
- Emergency Truck Parking Efforts

Clusters of undesignated Truck Parking in Maryland highlighted in green-red clusters (red being more dense)



* Priority Clusters were selected from the top 15 locations in Central Maryland with the highest prioritization score and also three additional clusters were added to include locations in both Western Maryland and along the Eastern Shore.

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Annual Truck Parking Studies

Rank	Route	Average Number of Parked Trucks	Highest Number / Day / Time of Parked Trucks
1	I-95	322	348 / Tuesday / 11:00 PM
2	I-70	148	185 / Tuesday / 11:00 PM
3	I-270	42	49 / Tuesday / 11:00 PM
4	US 301	35	47 / Wednesday / 4:00 AM
5	I-68	34	48 / Thursday / 4:00 AM
Other Routes Combined		61	85 / Thursday / 4:00 AM

Historical Comparison of Average Number of Parked Trucks by Route

	2025	2019	2018	2017	2016	2014	2013	2012
I-95	322	345	324	342	433	305	217	248
I-70	148	148	116	115	119	116	133	123
I-270	42	13	13	-	-	-	-	-
US 301	35	60	76	99	46	39	22	19
I-68	34	47	42	44	45	61	56	48

Annual Truck Parking Studies

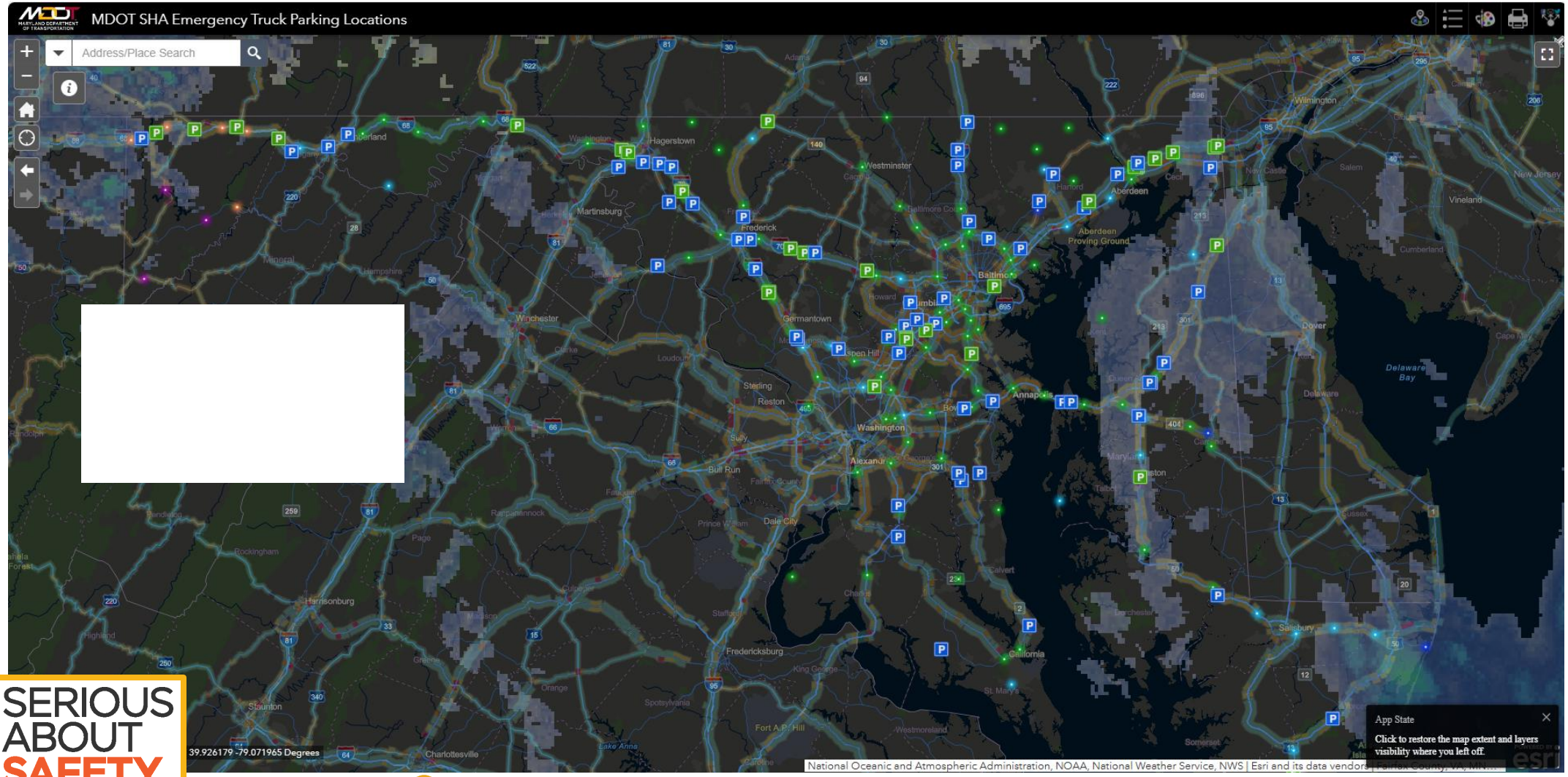
Top Locations Ranked by the Highest Number of Overcapacity Spaces

Rank	Highway	Parking Location	Highest Number of Parked Trucks	Available Truck Parking Spaces	Overflow
Public					
1	I-95	MD Welcome Center and Ramps SB (North Laurel)	101	63	38
2	I-68	I-68 Welcome Center (east of MD 42) EB	34	19	15
3	I-70	South Mountain Welcome Center Rest Area Lot WB	38	23	15
Private					
1	I-95	O'Donnell St Cut Off Parking Lot	238	218	20
2	I-70	Hancock Truck Stop (MD 144)	46	28	18
3	I-95	Hampton Mall Industrial Park	15	0	15

Locations Ranked by Peak Number of Illegally Parked Trucks

Rank	Route	Location	Parked Trucks
1	I-70	Intercoastal Drive (near MD 75 exit)	31
2	I-95	Belle Hill Rd (near MD 279 exit)	31
3	I-695	I-695 Mainline from US 40 to Edmonston Ave	19
4	I-83	I-83 Mainline from Shawan Rd to Belfast Rd	17
5	I-70	Ramps at Exit 62: MD 75	15

Emergency Truck Parking Map



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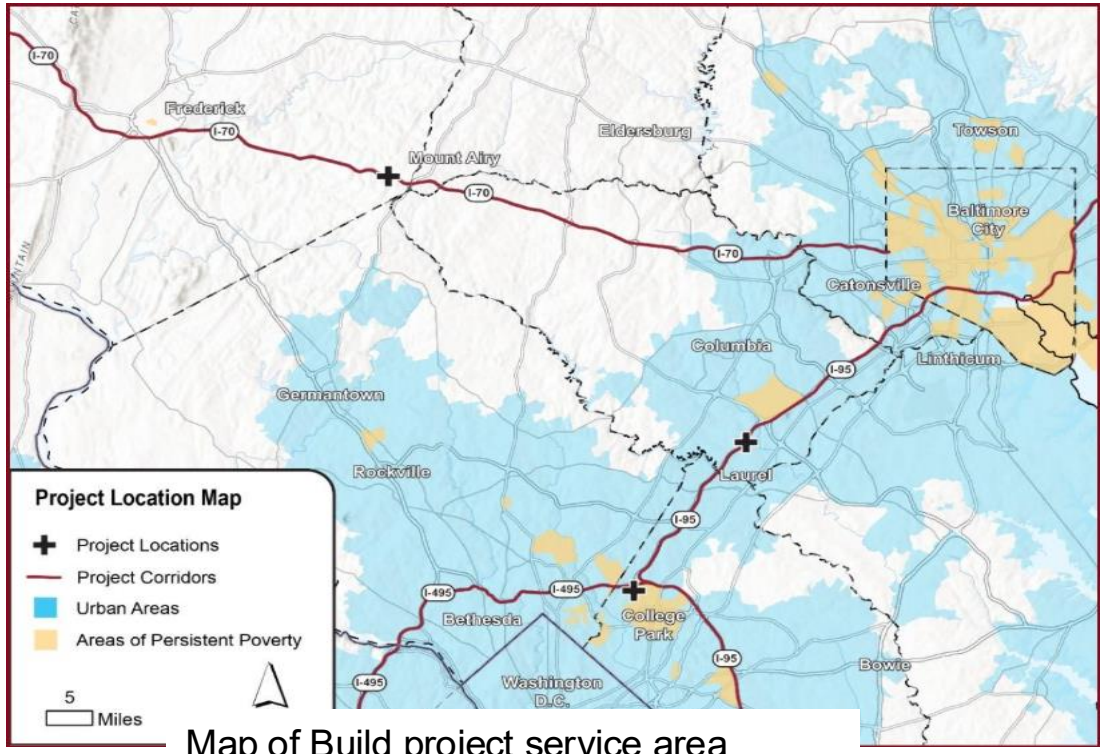
Green Parking symbols represent regular truck parking
Blue Parking symbols represent Emergency truck parking

BUILD Project Overview

- **Funding Request :** $2.45M BUILD to advance preliminary engineering and design for three strategic truck parking locations on I-95 and I-70:
  - I-95 College Park Inspection and Weigh Station
  - I-95 Laurel Welcome Center – Northbound
  - I-70 Truck Rest Area near Mt. Airy
- **Background and Problem Statements**:
  - I-95 and I-70 were identified as the two busiest freight corridors in Maryland in 2020 Truck Parking Study.
  - All sites pursued were identified as priority project sites in the Study, with Laurel ranking #1 overall.
  - Project designs will include elements to enhance rest facilities, resilience, beautification, and ITS.



Map of Build project service area highlighting project locations (black cross) along corridors (red line), urban areas (blue area), and areas of persistent poverty (in tan).

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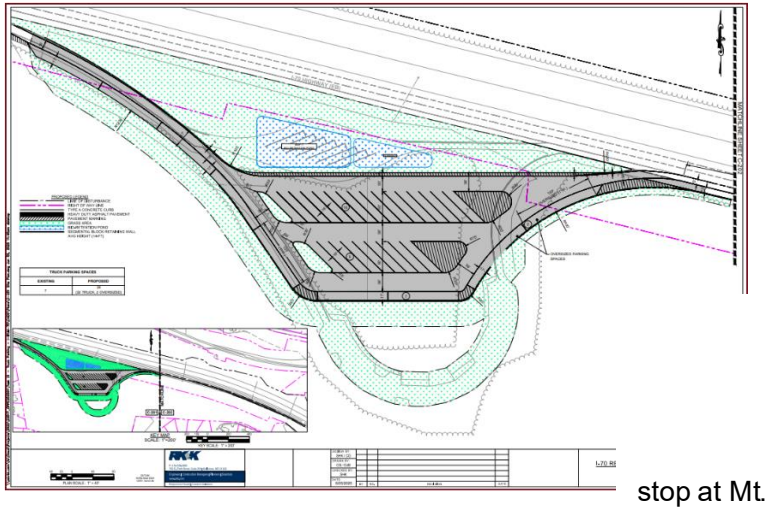
BUILD Project Overview

- **Scope:** All sites have completed concepts but lacked dedicated funding to further advance in project development process. Concepts included:
  - I-95 College Park: Expand from 17 to 52-56 truck parking spaces, provide stormwater improvements, and beautify.
  - I-95 Laurel: Expand from 22 to 64-68 truck parking spaces, redesign site layout to facilitate passenger/freight separation, and modernize public rest facilities.
  - I-70 Mt. Airy: Expand from 7 to 34 spaces, reconstruct access lanes to enhance safety, and consider creation of rest facilities.
- **Key Considerations**:
  - Includes rural and urban locations, truck parking is a statewide issue.
  - 80% of freight in Maryland moves via truck, with key multimodal hubs at the Port of Baltimore and BWI International Airport driving continued demand.
  - Safe, convenient rest locations enhance safety for the public and provide greater operating certainty for freight companies and drivers.

Mt. Airy truck stop aerial view along i70 2 lane highway.



stop at Mt. Airy.

Existing conditions and concept plan for I-70 at Mt. Airy

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Tricks moving along a 2 lane highway in a rural/natural area

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AASHTO Washington Briefing
Maryland's Truck Parking Collaboration

Thank You!

Large Red Truck

Cargo ship being unloaded at a port by a crane

Amazon Prime Air Cargo Plane

Multiple freight trains at a yard

SHA Truck Parking Update

L'Kiesha Markley
Assistant Division Chief
Innovative Performance Planning Division
Office of Planning and Preliminary Engineering
Maryland State Highway Administration

April 8, 2026

SHA Master Truck Parking Work Program

PURPOSE

- SHA is developing a *Master Truck Parking Work Program* that identifies, evaluates, and prioritizes truck parking projects for implementation across the State.
- The Work Program will integrate planning for capacity expansion and policy modernization to address critical truck parking shortages and advance the state's freight mobility goals.

OBJECTIVES

- Develop a strategic, actionable roadmap that prioritizes investments and policies for the short-term (1-3 years) and medium-term (3-5 years).
- Identify Maryland's most critical truck parking needs using existing freight and truck parking plans and studies and available data and tools.

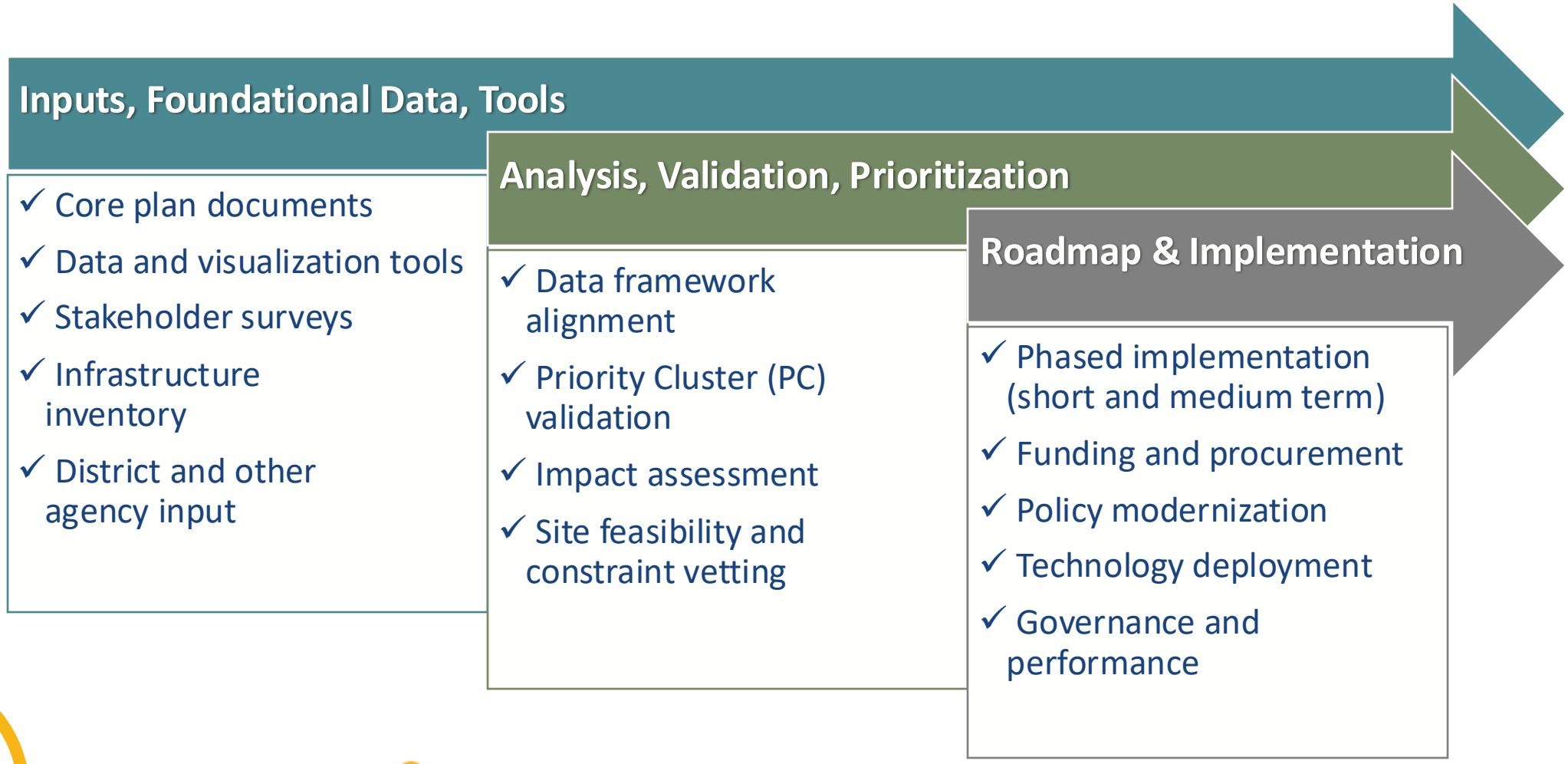
4 PHASES

1. Needs Assessment and Site Prioritization
2. Truck Parking Expansion Project Identification and Prioritization
3. Strategy Development
4. Phased Roadmap and Program Framework

SCHEDULE

- December 2025 : Kickoff Meeting
- January 2026: Compile existing studies and data
- February–May 2026: Validate priority clusters and assess gaps; draft strategies, priorities, and categorize by timeframe; develop phased roadmap and funding framework
- June-July 2026: Deliver Draft and Final Master Truck Parking Work Program

Task Analysis Process Overview



Preliminary Analysis and Findings

Roadmap Includes Policy and Technology Improvements

- Park & Ride Locations: evaluating modifying allowable times for overnight truck rest during off-peak automobile hours
- Truck Parking Availability Systems (TPAS): push real-time availability to drivers helps balance demand across underutilized sites, including TWIS and P&R
  - Deployments face hurdles with procurement and site-specific issues

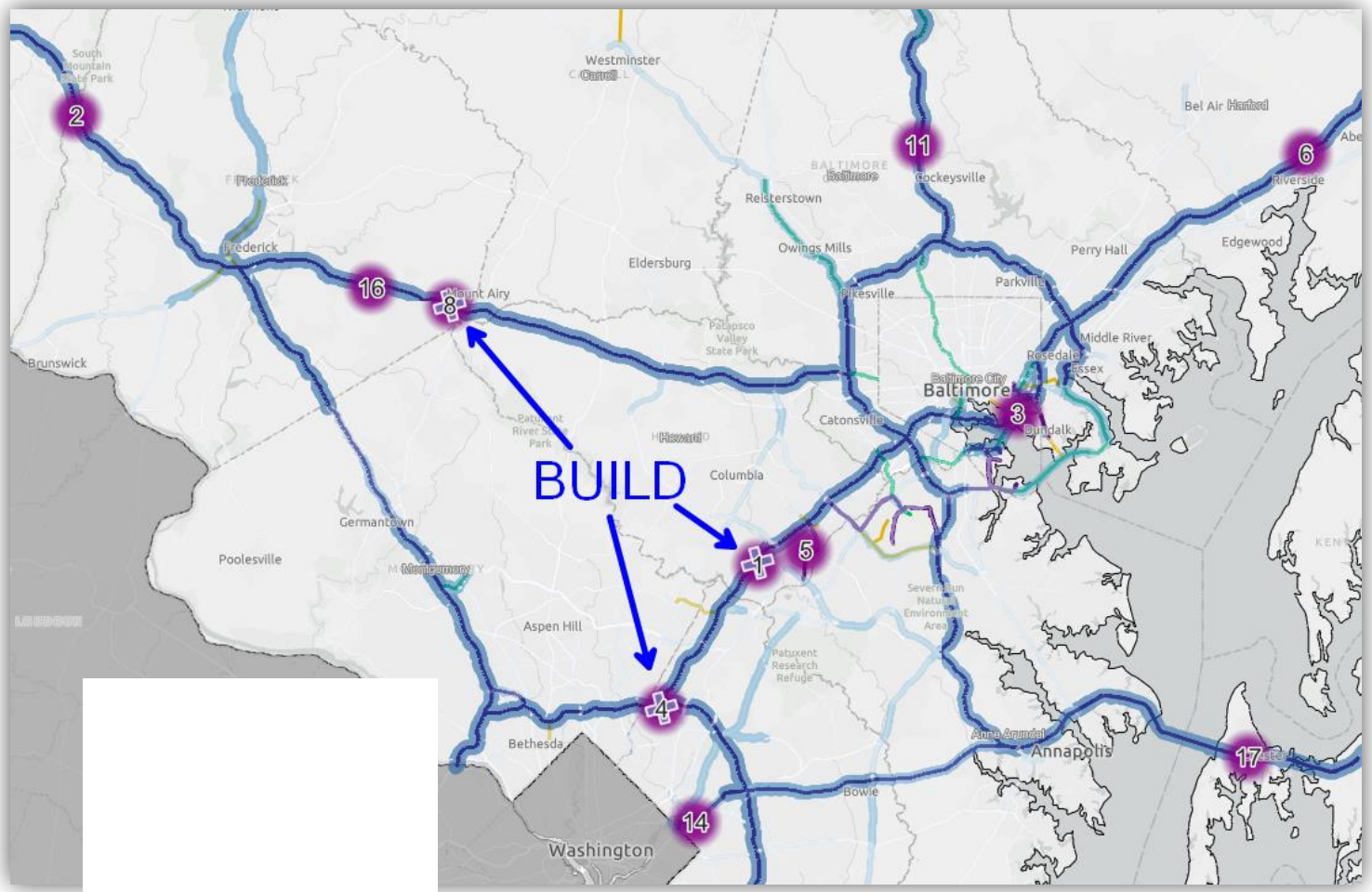
Specific Needs Analyzed with GIS

- I-95: remains in perpetual need, despite hosting over half of Maryland's private parking; this task is coordinating with Baltimore area analysis
- Statewide site-specific needs

Preliminary Analysis and Findings

Reconfirmed “Priority Clusters” from 2020 TP Study

- ✓ Validated by high volumes, District input, surveys showing overutilization, and substantial unauthorized parking
- ✓ Clusters correlate with high-crash segments
- ✓ Three are the focus of the $2.4 million BUILD grant application



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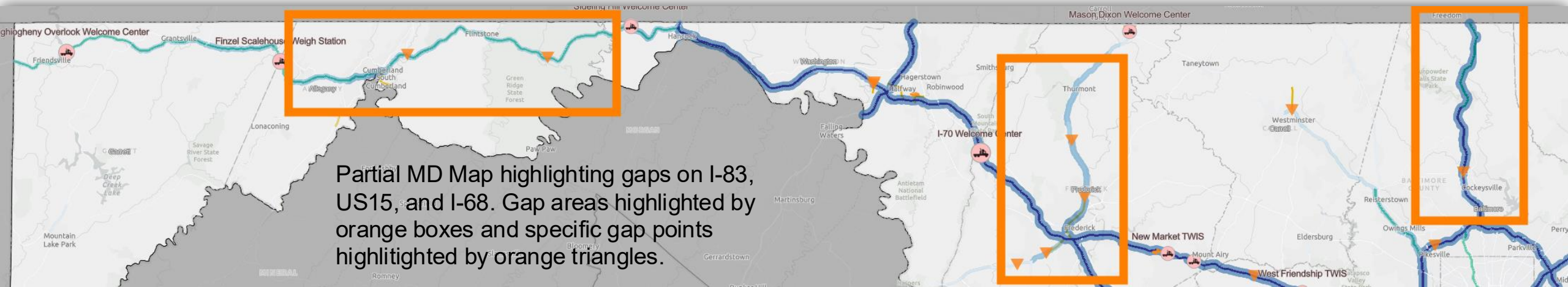
Preliminary Analysis and Findings

Mapping the Gaps – Regional Staging, Storage & Rest Needs

- ✓ I-83: Districts/stakeholders note absence of legal parking; Cockeysville (PC11) is a staging point for local industry but lacks safe capacity
- ✓ US 15: Districts note high community impact; most acute near Frederick, including staging needs
- ✓ I-68: Absence of public or private sites for much of its length; Welcome Center parking at either end (Youghiogheny, Sideling) are documented as operating over capacity



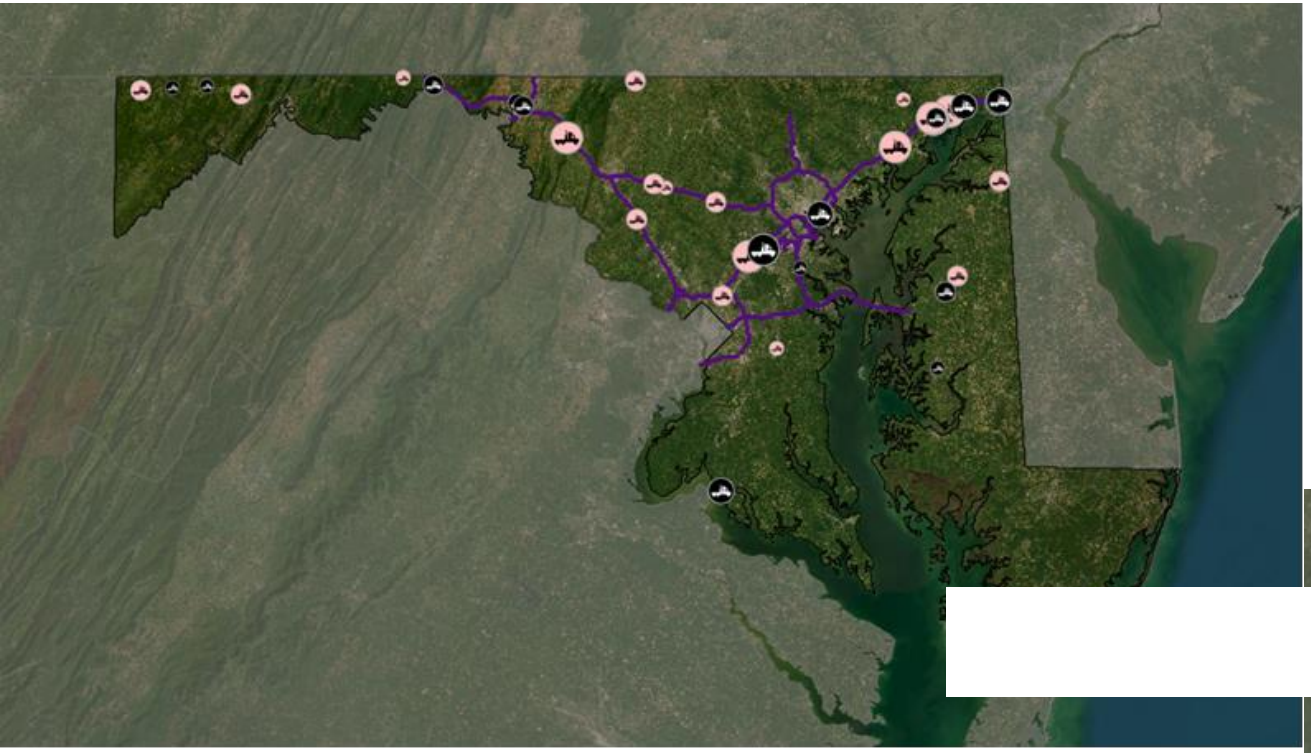
Preliminary Analysis and Findings

Currently Analyzing Potential Areas for Expansion

- Existing Right-of-Way
- Office or Real Estate (ORE) Surplus Parcels
- Other State Facility or Property Parcels

→ Often: too small, too hilly, too wet, too far from route, too irregularly shaped, etc. – but there are a handful of potential areas

SHA Master Truck Parking GIS Mapping



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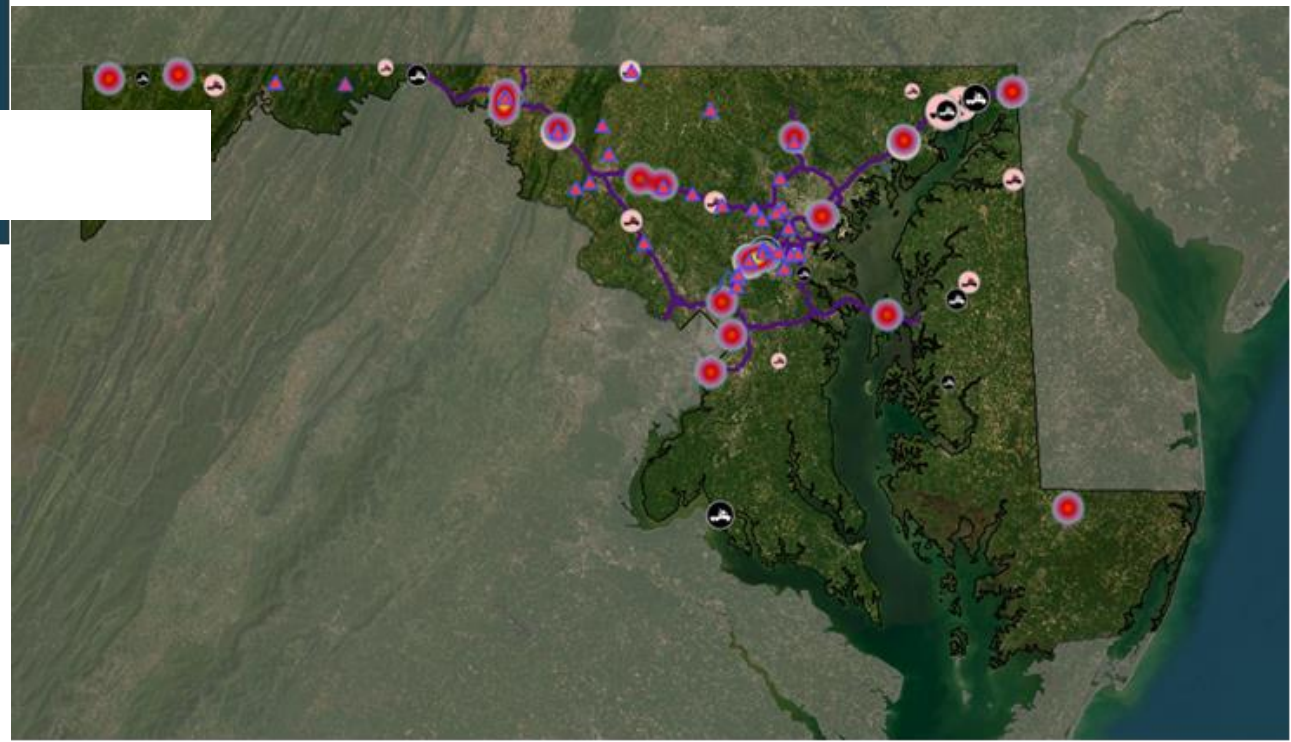
SHA Master Truck Parking GIS Mapping



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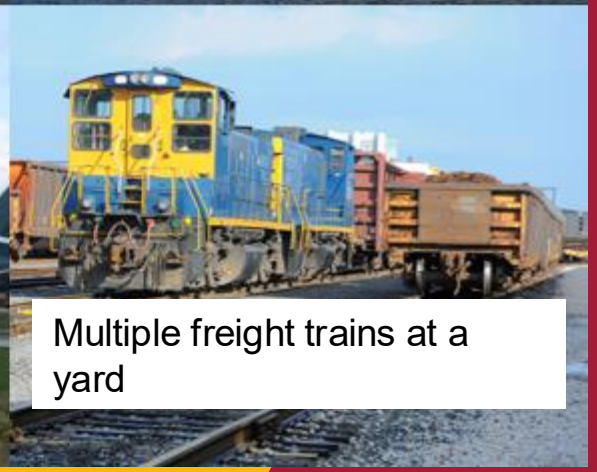
Large Red Truck

Cargo ship being unloaded at a port by a crane

Amazon Prime Air Cargo Plane



Multiple freight trains at a yard

MARYLAND DEPARTMENT OF TRANSPORTATION

Jason's Law Update

L'Kiesha Markley
Assistant Division Chief
Innovative Performance Planning Division
Office of Planning and Preliminary Engineering
Maryland State Highway Administration

April 8, 2026

JASON'S LAW TRUCK PARKING SURVEY

Purpose

- **Jason's Law** is a U.S. federal initiative created under the Moving Ahead for Progress in the 21st Century Act (MAP-21) of 2012 to address the **national shortage of safe, long-term parking for commercial motor vehicles** on the National Highway System(NHS).
- It was named after Jason Rivenburg, a truck driver murdered in 2009 after being forced to park in an unsafe location due to a lack of secure facilities

The **Jason's Law Truck Parking Survey** is a federally mandated assessment that:

- Evaluates each state's ability to provide adequate parking and rest facilities for interstate trucking.
- Assesses the volume of commercial motor vehicle traffic in each state.
- Develops metrics to measure the adequacy of truck parking facilities

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JASON'S LAW TRUCK PARKING SURVEY

Past Findings

- The first survey (2015) was an 180-page analysis showing the full scope of this challenge nationwide
- Subsequent updates (2019) found few new parking spaces built in four years, highlighting ongoing challenges in planning, funding, and implementation
- The most recent survey (2026) found **98% of truckers** reported problems finding safe parking, with fatigued drivers sometimes choosing unsafe locations like shoulders or vacant lots

STATE DEPARTMENT OF TRANSPORTATION

The Paperwork Reduction Act OMB Control Number for this information collection is 2125-0638. Public reporting for this collection of information is estimated to be approximately 1 hour per response, including the time for reviewing instructions, gathering the data needed, and completing and reviewing the collection of information. All responses to this collection of information are mandatory. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Highway Administration, HAIS-30, 1200 New Jersey Avenue, SE, Washington, D.C. 20590

	1) Truck Parking Facility Location							2) # of Parking Spaces		3) Parking Hours	
#	NHS Rest Stop or Truck Facility Name	Highway Route #	Municipality	County	State	Latitude	Longitude	# of Total Parking (ALL VEHICLE TYPES) Spaces	# of TRUCK Parking Spaces	What hours are TRUCKS allowed to park at this location?	What is the MAXIMUM # of hours a TRUCK can park at this
X	Welcome Center Rest Area	123	Newark	Essex	NJ	40.906303	-74.60629	127	45	8PM to 8AM	24
1	NHS Rest Stop or Truck Facility 1	I-68 E	Friendsville	Garrett	MD	39.677264	-79.37520	64	22	24 hours	No limit
2	NHS Rest Stop or Truck Facility 2	I-95 N	Savage	Howard	MD	39.145424	-76.84594	118	21	24 hours	No limit
3	NHS Rest Stop or Truck Facility 3	I-95 S	Savage	Howard	MD	39.140929	-76.84546	149	46	24 hours	No limit
4	NHS Rest Stop or Truck Facility 4	I-95	Aberdeen	Harford	MD	39.497617	-76.23190	651	55	24 hours	No limit
5	NHS Rest Stop or Truck Facility 5	I-95	North East	Cecil	MD	39.611342	-76.00960	445	73	24 hours	No limit
6	NHS Rest Stop or Truck Facility 6	US 13	Atstatoline	Worcester	MD	38.004763	-75.54320	52	14	24 hours	No limit
7	NHS Rest Stop or Truck Facility 7	US 301	Near Price	Queen Anne's	MD	39.079641	-75.97784	82	25	24 hours	No limit
8	NHS Rest Stop or Truck Facility 8	I-70 W	Frederick	Frederick	MD	39.525461	-77.60092	101	23	24 hours	No limit
9	NHS Rest Stop or Truck Facility 9	I-70 E	Frederick	Frederick	MD	39.528316	-77.60388	103	26	24 hours	No limit
10	NHS Rest Stop or Truck Facility 10	I-70 E	Frederick	Frederick	MD	39.365028	-77.18840	9	9	24 hours	No limit
11	NHS Rest Stop or Truck Facility 11	I-68 E	Finzel	Garrett	MD	39.664154	-78.96054	24	12	7PM to 7AM	12 hours
12	NHS Rest Stop or Truck Facility 12	I-70 W	West Friendship	Howard	MD	39.318653	-76.97932	27	18	7PM to 7AM	12 hours
13	NHS Rest Stop or Truck Facility 13	I-70 E	New Market	Frederick	MD	39.376473	-77.23775	25	15	7PM to 7AM	12 hours
14	NHS Rest Stop or Truck Facility 14	I-95N	Perryville	Cecil	MD	39.586244	-76.07288	130	59	24 hours	No limit
15	NHS Rest Stop or Truck Facility 15	I-95S	Perryville	Cecil	MD	39.587831	-76.07818	61	52	24 hours	No limit
16	NHS Rest Stop or Truck Facility 16	I-270 N	Hyattstown	Montgomery	MD	39.262962	-77.30972	20	12	7PM to 7AM	12 hours
17	NHS Rest Stop or Truck Facility 17	I-270 S	Hyattstown	Montgomery	MD	39.262962	-77.30972	22	12	7PM to 7AM	12 hours
18	NHS Rest Stop or Truck Facility 18	US 301	Ceciltan	Cecil	MD	39.38440	-75.80133	25	25	7PM to 7AM	12 hours
19	NHS Rest Stop or Truck Facility 19	I-95/I-495	College Park	Prince George's	MD	39.017917	-76.95243	100	18	7PM to 7AM	12 hours
20	NHS Rest Stop or Truck Facility 20	US 50	Vienna	Dorchester	MD	38.471432	-75.79747	12	12	7PM to 7AM	12 hours
21	NHS Rest Stop or Truck Facility 21	US 1	Darlington	Harford	MD	39.64933	-76.20186	7	7	7PM to 7AM	12 hours
22	NHS Rest Stop or Truck Facility 22	US 15	Emmitsburg	Frederick	MD	39.70822	-77.31372	106	15	7PM to 7AM	12 hours
23	NHS Rest Stop or Truck Facility 23	US 40	North East	Cecil	MD	39.58339	-76.01801	10	10	7PM to 7AM	12 hours
24	NHS Rest Stop or Truck Facility 24	US 301	Upper Marlboro	Prince George's	MD	38.84549	-76.72665	19	10	7PM to 7AM	12 hours
25	NHS Rest Stop or Truck Facility 25	I-68 W	Hancock	Washington	MD	39.718110	-78.28012	51	5	24 hours	No limit

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

JASON'S LAW TRUCK PARKING SURVEY

Current Survey (Version 3.0)

- **Status:** Underway, with separate questionnaires for truck drivers and operations managers
- **Response deadline:** February 27, 2026 (**COMPLETED**)
- **Goal:** To update national and state-level data on truck parking availability, helping direct future funding and infrastructure investments.
- **Context:** Since the last survey, federal grants have increased significantly (over $275M in 2024, plus $300M under the Infrastructure Investment and Jobs Act), and some states have added thousands of new spaces

- State DOTs – truck parking facilities
- State DOTs – Utilization
- State DOTs – Additional Info
  - Additional I truck parking needed
  - Planned truck parking (+/-)
  - TPIS (i.e.,wayfinding technology)
  - Safety
  - Additional info for your state
  - Truck Parking Plans (i.e., 2020 Statewide Study and 2025 Survey)

KEY BRIDGE REBUILD
RECONNECT • REVITALIZE • REIMAGINE

Maryland Transportation Authority
MDTA


Bridge during sunrise/sunset.

State Freight Advisory Committee

April 8, 2026

KEY BRIDGE REBUILD

Agenda

- Bridge Design
- Project Update
- Questions & Answers

KEY BRIDGE REBUILD
RECONNECT • REVITALIZE • REIMAGINE

Maryland Transportation Authority
MDTA

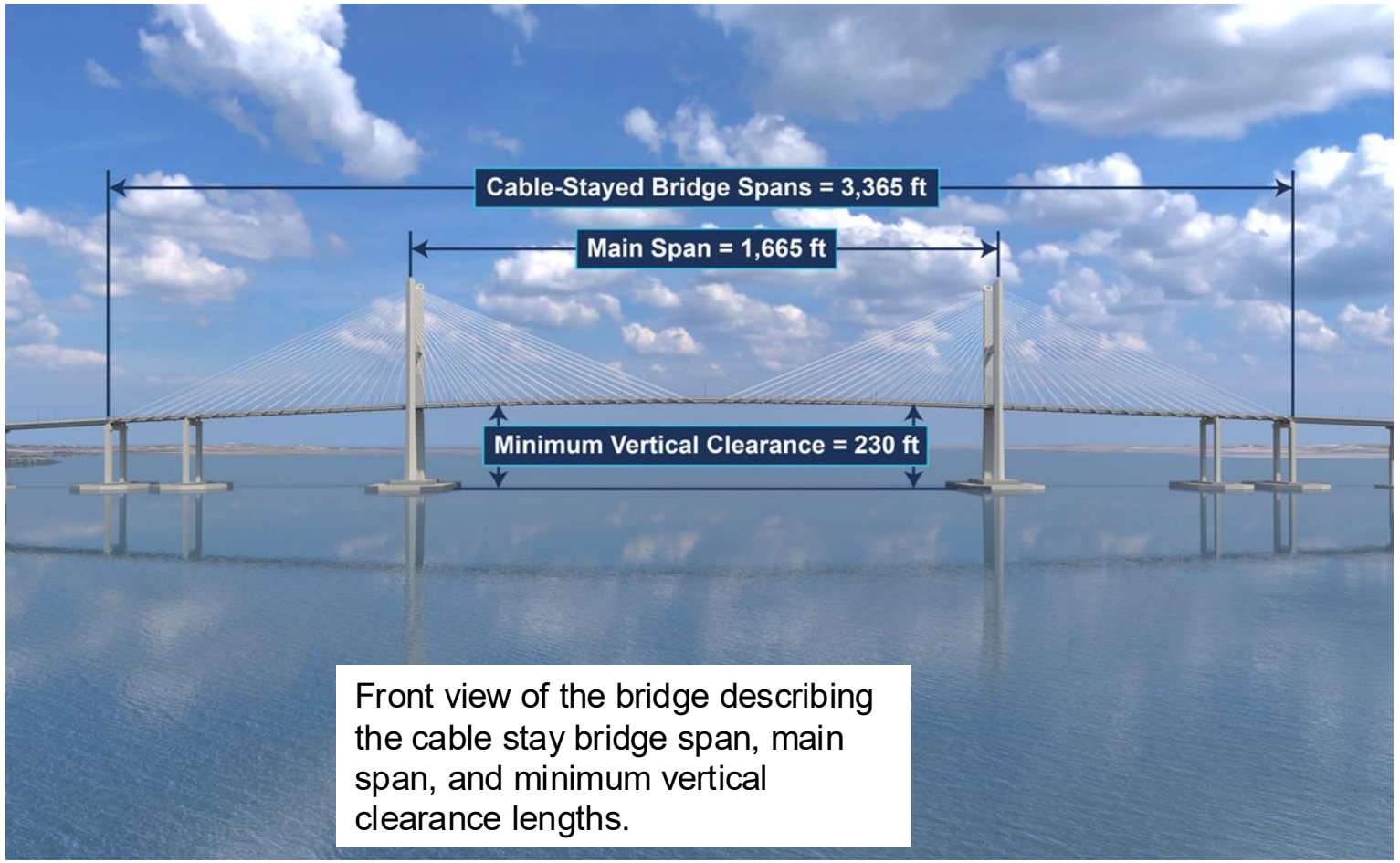
Bridge during sunrise/sunset.

Bridge Design

Typical Roadway Section

- The roadway has **two 12-foot lanes in each direction**, with a **10-footoutside shoulder** and **4-foot inside shoulder**, meeting **Interstate standards**.
- A **5-foot maintenance walkway** runs along each side of the cable-stayed span..
- **Barriers are 42” tall** to comply with current standards.

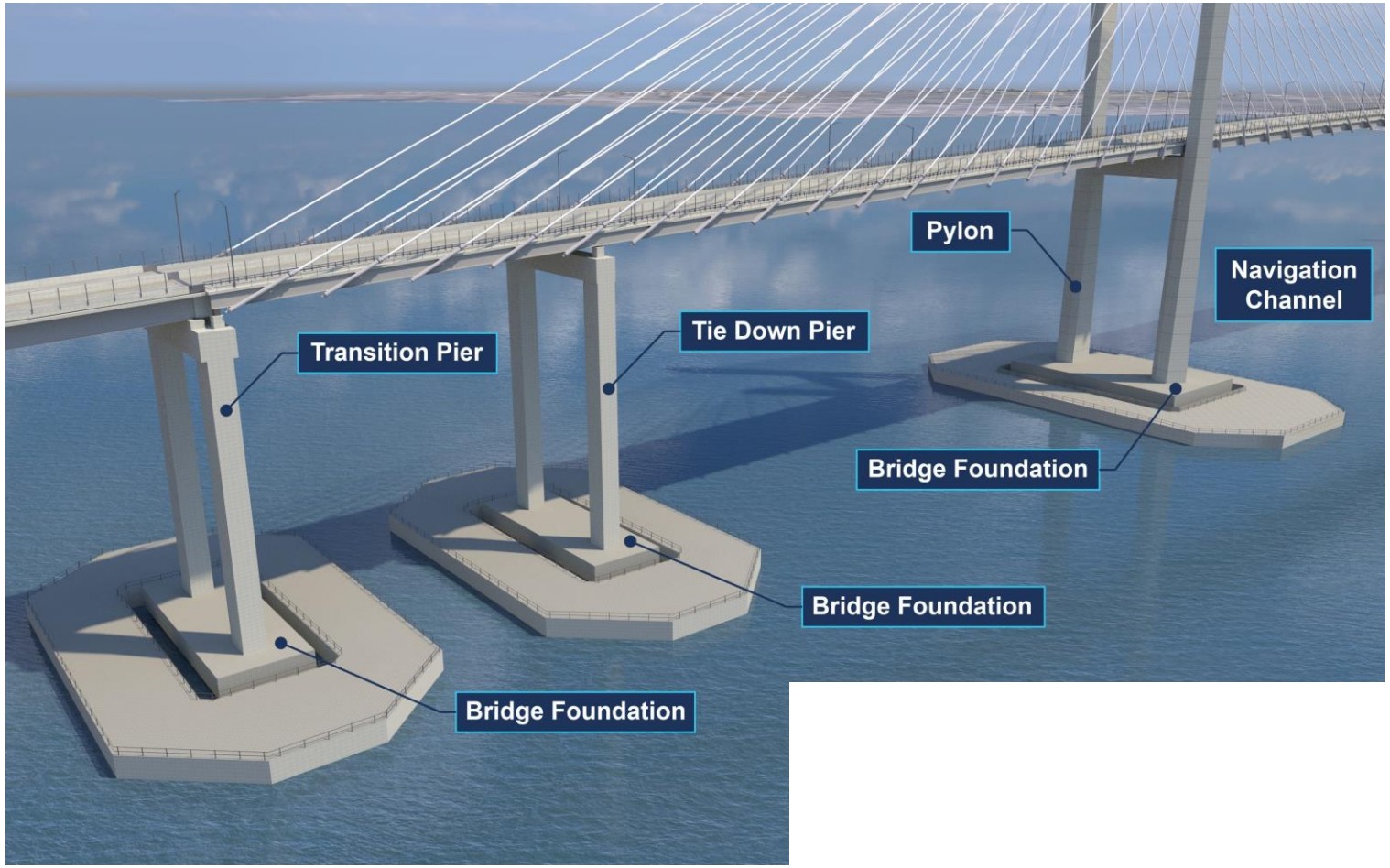
Cable-Stayed Bridge



Front view of the bridge describing the cable stay bridge span, main span, and minimum vertical clearance lengths.

- The cable-stayed bridge is **3,365 feet long** and supported by **six piers**, including the two main pylons.
- The **1,665-foot main span** is the **longest cable-stayed span in the U.S.** and provides **230 feet** of clearance for marine traffic.
- The bridge is supported by **144 cables**, which distribute the deck's weight evenly.
- Each pylon tower rises **over 600 feet** above the river, with a column that **tapers as it ascends**.

Cable-stayed Bridge Foundations



- The cable-stayed bridge foundations include **six total piers**.
- This includes the two main pylons along with a tie-down and transition pier on each side of the main span.
- **Tie-down piers** and **transition piers** each have **10 steel piles** that are **8 feet in diameter** in every foundation.
- In total, the cable-stayed bridge foundations use **130 piles**, each **8 feet in diameter**.

KEY BRIDGE REBUILD
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Maryland Transportation Authority
MDTA

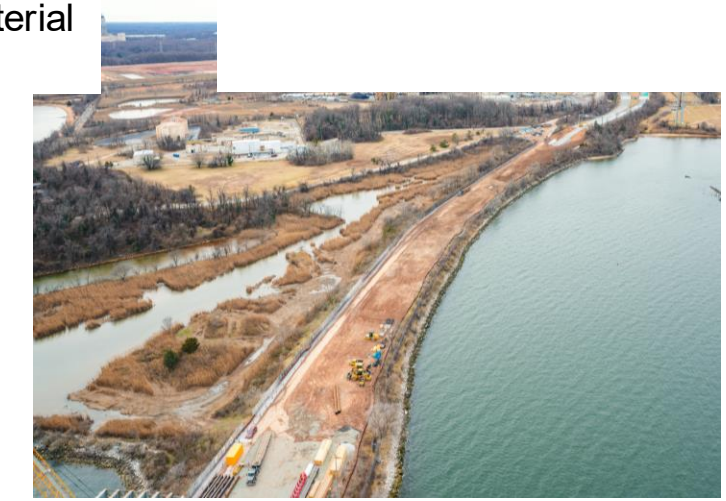
Bridge during sunrise/sunset.

Project Updates

Mechanical Demolition

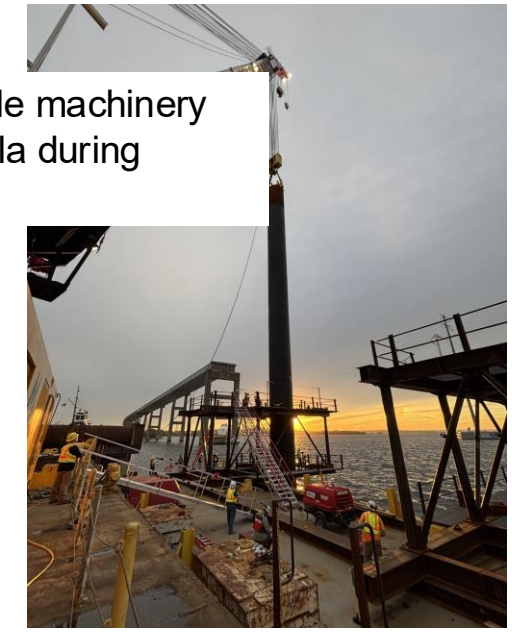
- Mechanical demolition is using heavy machinery to remove existing bridge structures
- Land and over water demolition will occur in separate phases
- Land demolition began in July 2025 and was completed in February 2026

Escavator picking up material on a wetland



Test Pile Program

- Test pile driving is used to advance the design of the main span foundations
- Periodic test pile driving began in October 2025 and is expected to continue through early 2026
- Test piles are 8 feet in diameter and over 200 feet in length

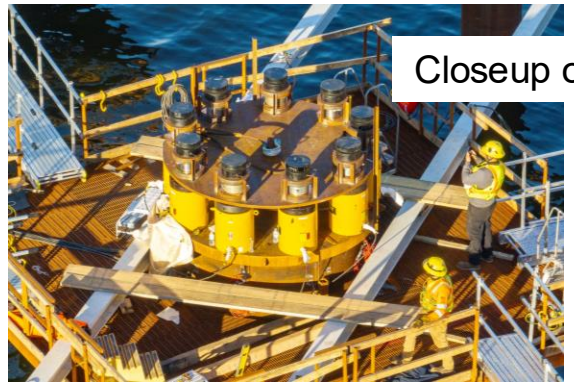


Test Pile machinery on flotilla during sunset

Test Pile machinery

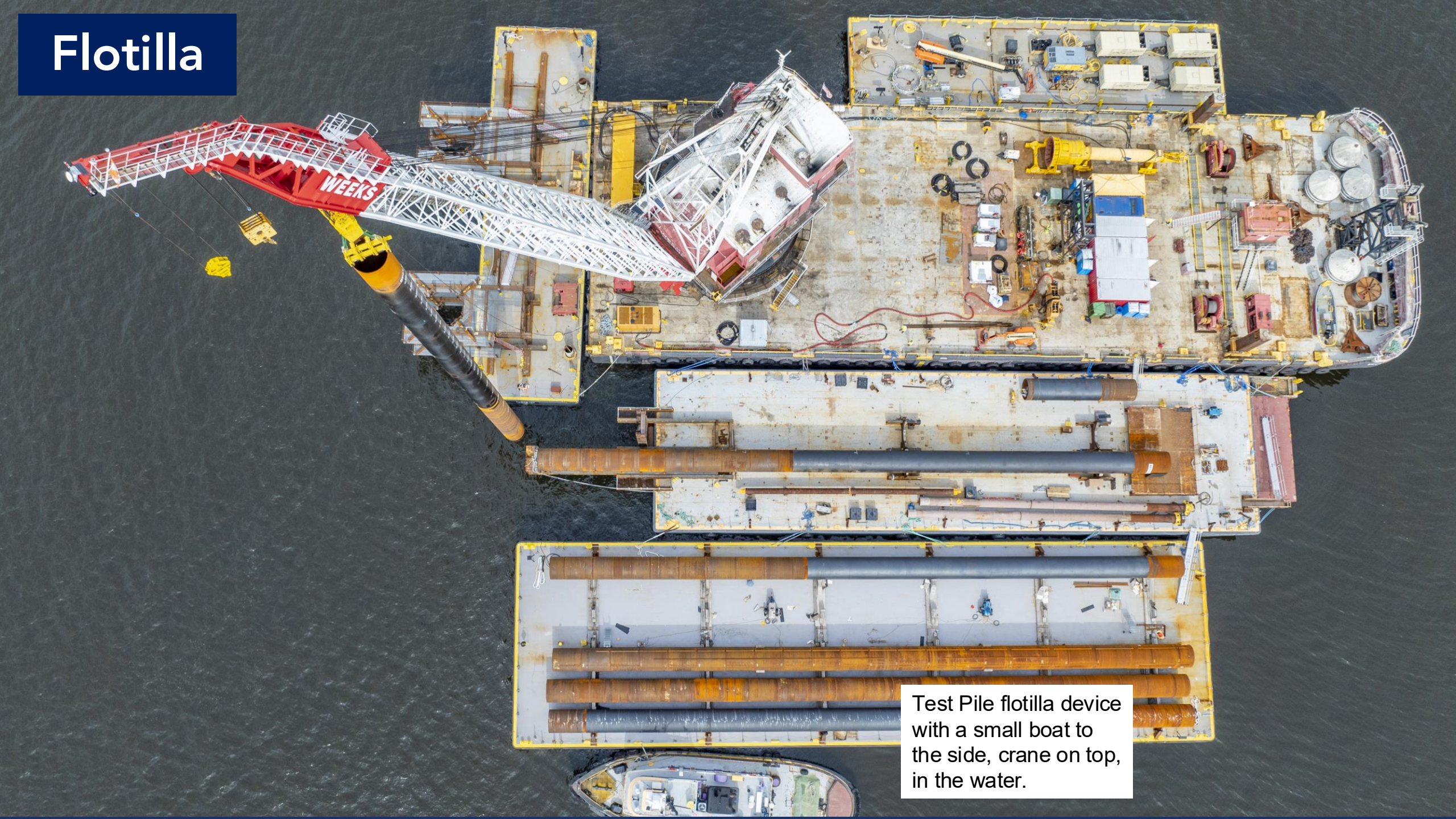
Far view of a test pile flotilla

Test Pile m operation



Closeup o

Flotilla



Test Pile flotilla device with a small boat to the side, crane on top, in the water.

Weeks 533 Crane Barge

Test Pile flotilla made by Weeks actively being used to build the bridge

Impact Hammer

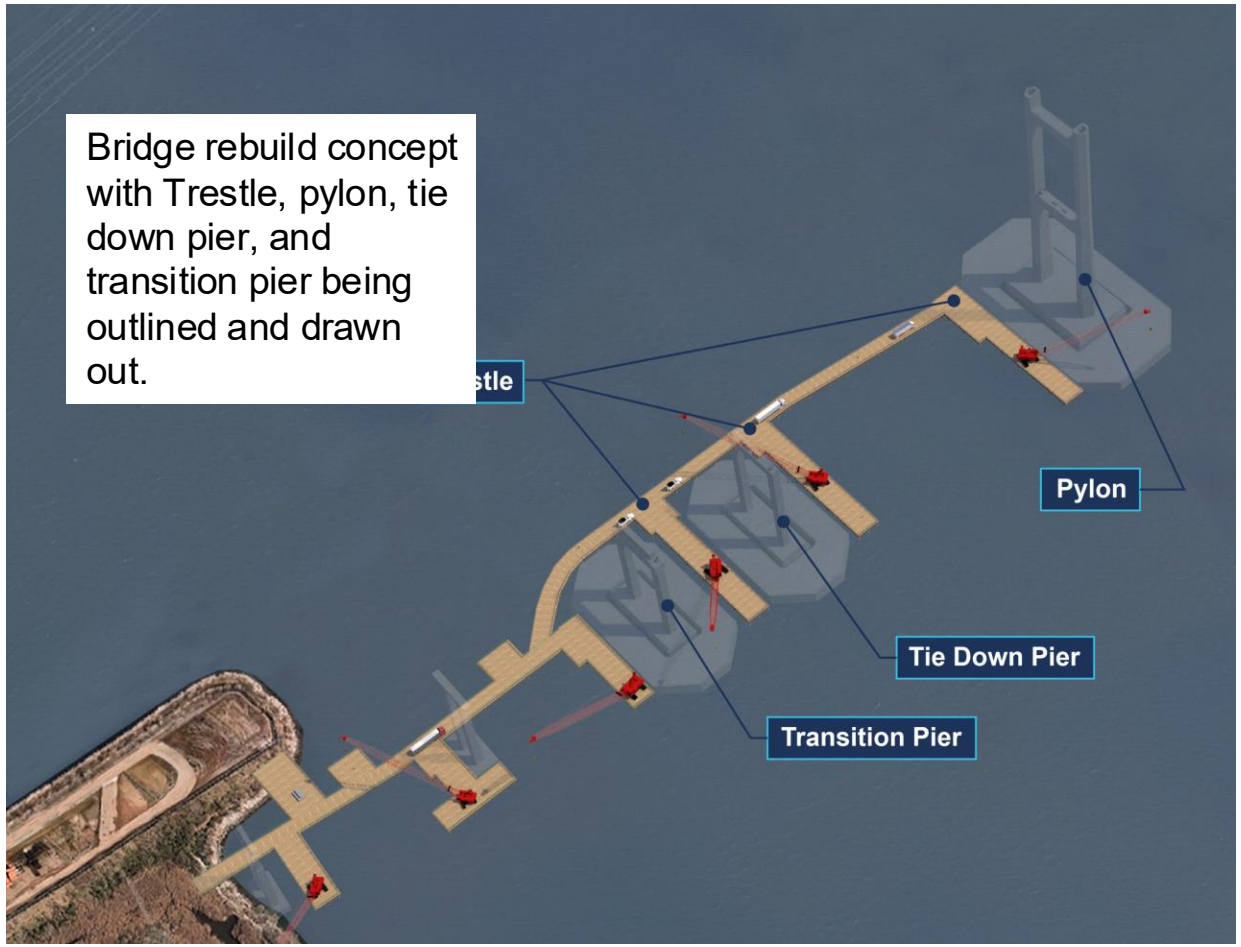
Large Yellow hollow cylindrical device called an impact hammer with 2 workers in helmets

Weeks 575 Barge

Test Pile flotilla Weeks 575 Barge being utilized for bridge rebuild with a cargo ship in the

Trestle Construction

- Work is underway at Hawkins Point to prepare for a temporary work platform or trestle.
- The trestle will let supplies, labor, and equipment reach the pier sites more efficiently, speeding up construction.
- In January, crews will begin driving piles to extend a trestle from Hawkins Point.
- In early 2026, crews will start building a second trestle from Sollers Point.



KEY BRIDGE REBUILD
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MDTA

Bridge during sunrise/sunset.

Stay Connected

- **Sign up** for project alerts by email or text
- **Invite us** to speak in your community
- **Share feedback** through email or project hotline
- **Follow us** on Facebook for project updates

KeyBridgeRebuild.com

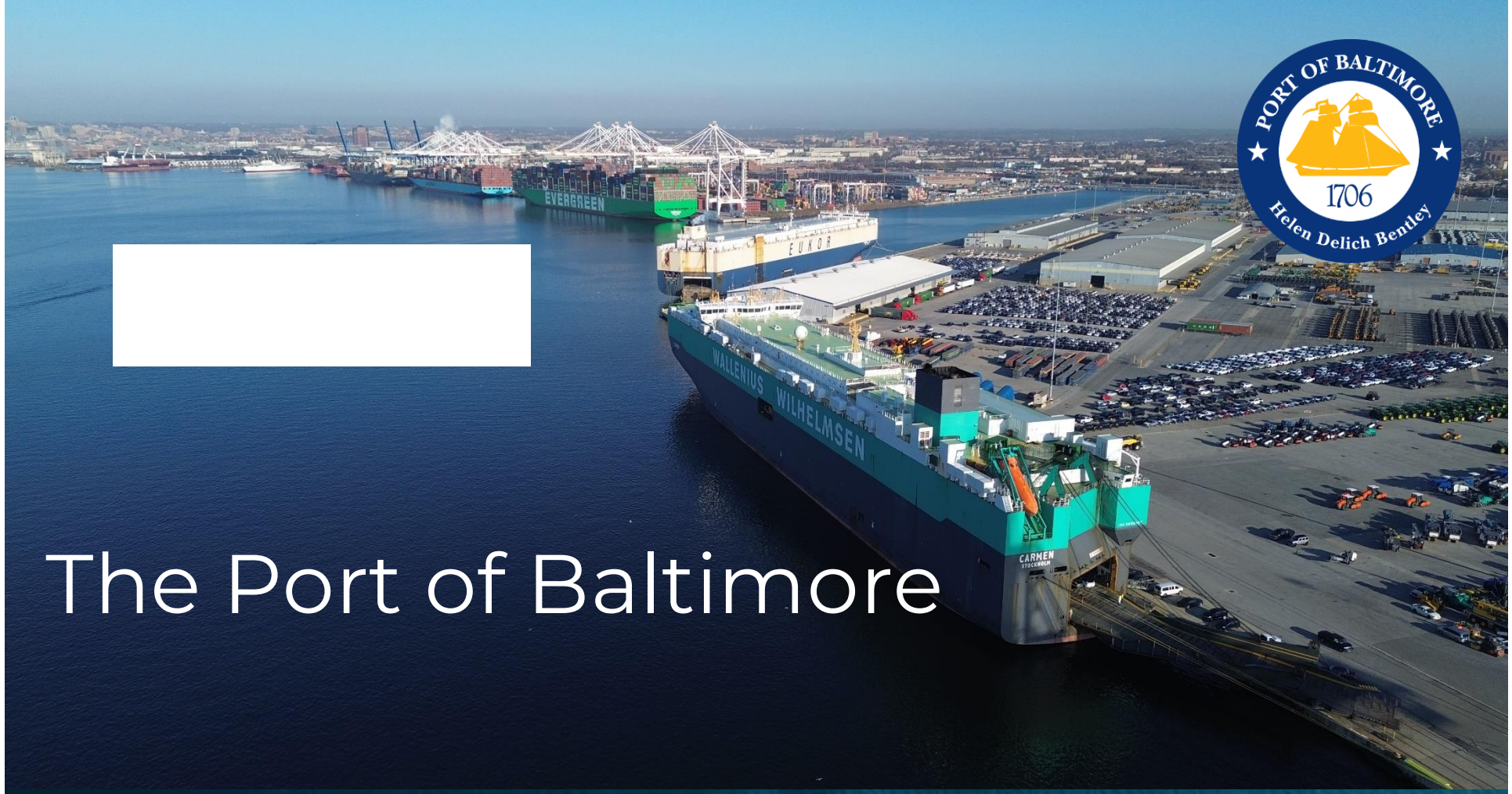
800 515 7030
Public Information Hotline

@KeyBridgeRebuild

info@KeyBridgeRebuild.com

Key Bridge Rebuild
2310 Broening Highway
Baltimore, MD 21224

KEY BRIDGE REBUILD



The Port of Baltimore

presented by

Maryland Port Administration

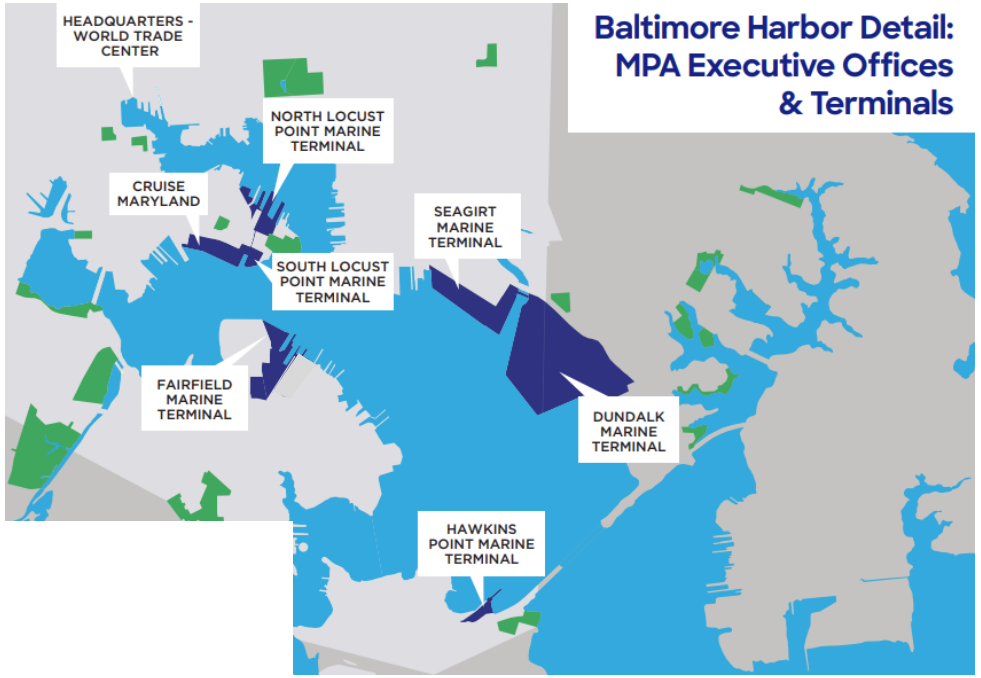
Port Overview

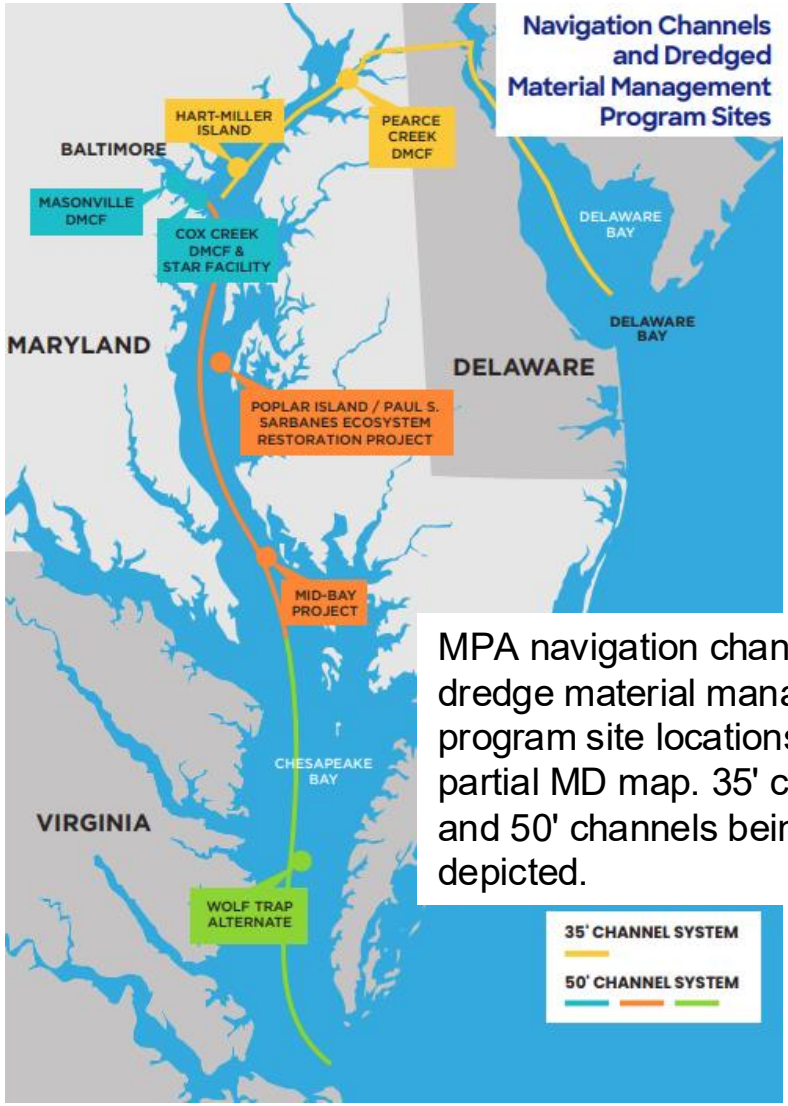
The Port of Baltimore consists of public, state-owned and private marine terminals.

Maryland Port Administration

Mission To stimulate the flow of waterborne commerce through the ports in the state in a manner that provides an economic benefit to Marylanders.

MPA operates six marine terminals, which includes Cruise Maryland, facilitating the movement of goods and passengers. Maintaining 130 miles of navigation channels is a critical MPA responsibility.





MPA navigation channels and dredge material management program site locations on partial MD map. 35' channels and 50' channels being depicted.

Economic Impact & Cargo Statistics

20,193
DIRECT JOBS
60% OF JOBS BELONG TO RESIDENTS OF BALTIMORE CITY & BALTIMORE COUNTY

31,173
INDUCED AND INDIRECT JOBS

273,000
JOBS RELATED TO PORT'S CARGO

$647 M
IN MARYLAND STATE AND LOCAL TAXES

$3.9 B
IN MARYLAND BUSINESS REVENUES

$5.3 B
IN PERSONAL INCOME TO MARYLAND RESIDENTS

$65.6 billion

Ocean spray

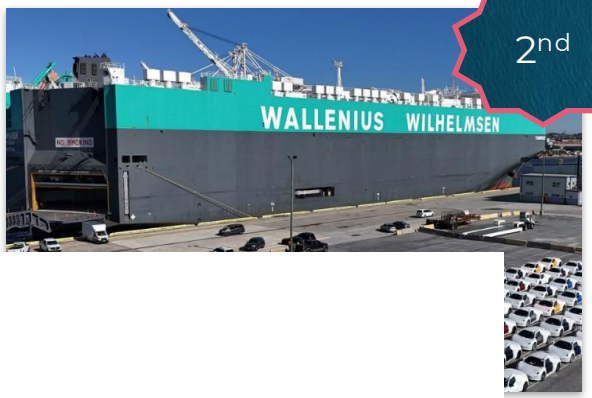
TOTAL CARGO VALUE THROUGH THE PORT

50.0 million tons

TOTAL TONS HANDLED THROUGH THE PORT

Cargo Statistics and National Rankings

Ranked out over 173 U.S. ports handling international cargo.



2nd

2nd in Autos/Light Trucks

Video of cars being driven off the cargo ship

1st

1st in Ro/Ro

2nd

Domino SUGAR

2nd in Imported Sugar

Map of international cargo routes to for the Port of Baltimore

11th

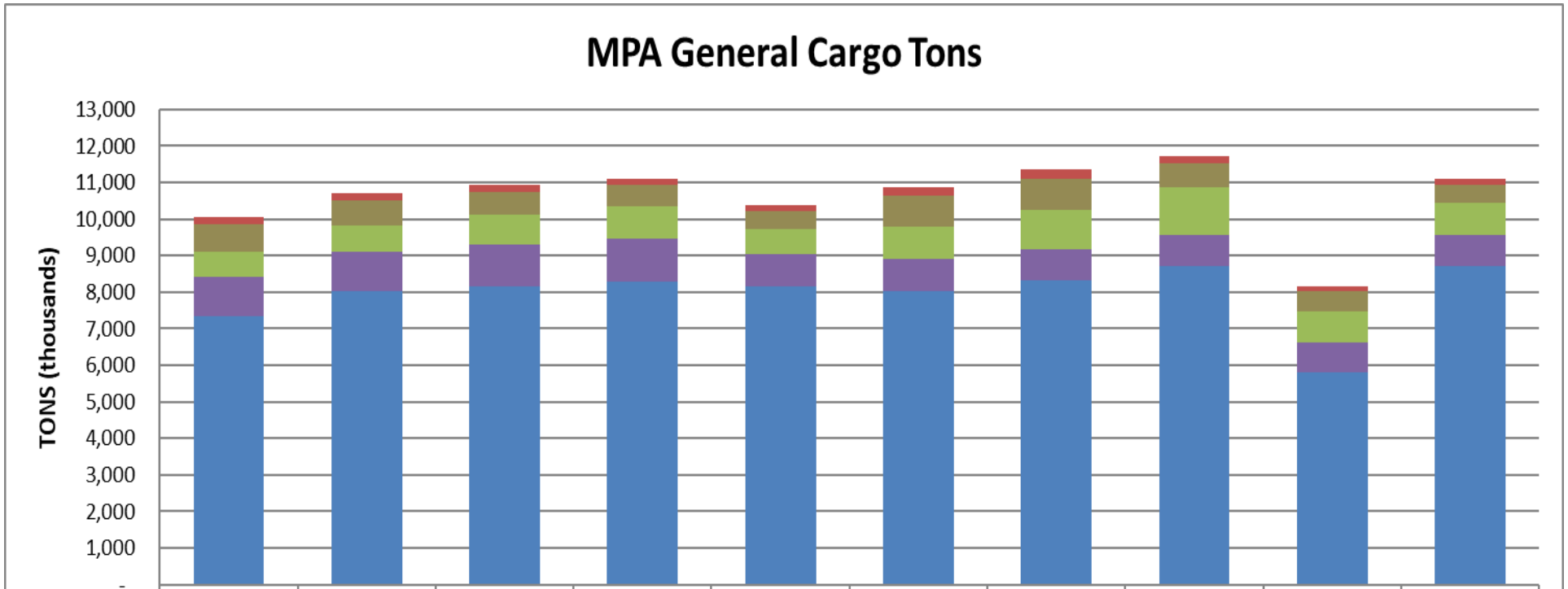
10th in Overall Foreign Cargo Value ($65.6 billion)

Evergreen cargo ship with shipping containers loaded docked at the Port of Baltimore

10th

11th in Overall Foreign Cargo Tonnage (50.0 million tons)

Maryland Port Administration
General Cargo Tonnage



	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
BB/Steel	195,595	217,589	178,874	159,021	185,551	230,597	251,983	180,607	128,814	186,058
Forest	755,357	670,811	606,363	569,200	475,725	838,725	833,849	666,343	569,519	461,320
Ro/Ro	700,718	726,026	820,445	906,634	689,708	882,555	1,078,945	1,314,797	839,888	887,513
Autos	1,063,048	1,073,332	1,168,627	1,156,229	883,144	882,883	855,992	828,480	805,602	868,414
Container	7,346,712	8,032,075	8,143,699	8,295,316	8,154,786	8,027,948	8,327,563	8,717,241	5,813,789	8,701,514

Major Projects – Infrastructure

HOWARD STREET TUNNEL PROJECT

Double-stack capability on CSX's rail network has long been a priority for the MPA. The primary obstacle to achieving that goal had been CSX's Howard Street Tunnel ("HST"), a 130+-year-old, 1.7-mile-long railroad tunnel that ran through the heart of Baltimore City

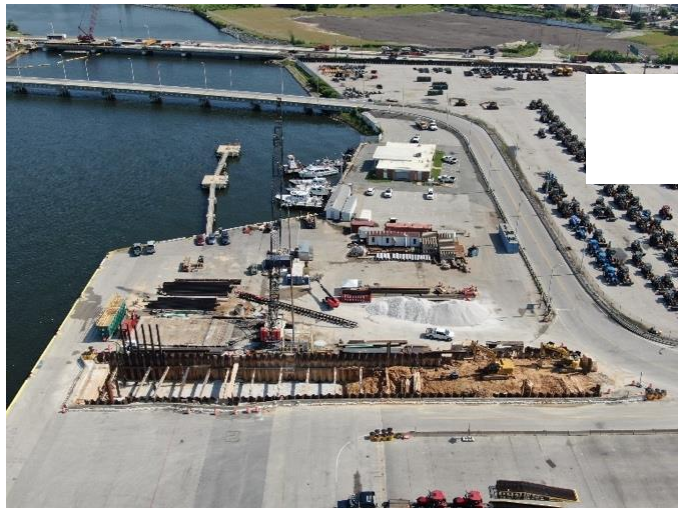
The HST Project is estimated to cost $495 million and consists of vertical clearance improvements to the HST and 21 bridges located between Baltimore, Maryland and Philadelphia, Pennsylvania.

Double-stack clearance is expected to be achieved in Spring 2026.

Eastern US map of CSX rail nextwork throughout the region.

DUNDALK MARINE TERMINAL CLIMATE RESILIENCY PROJECTS

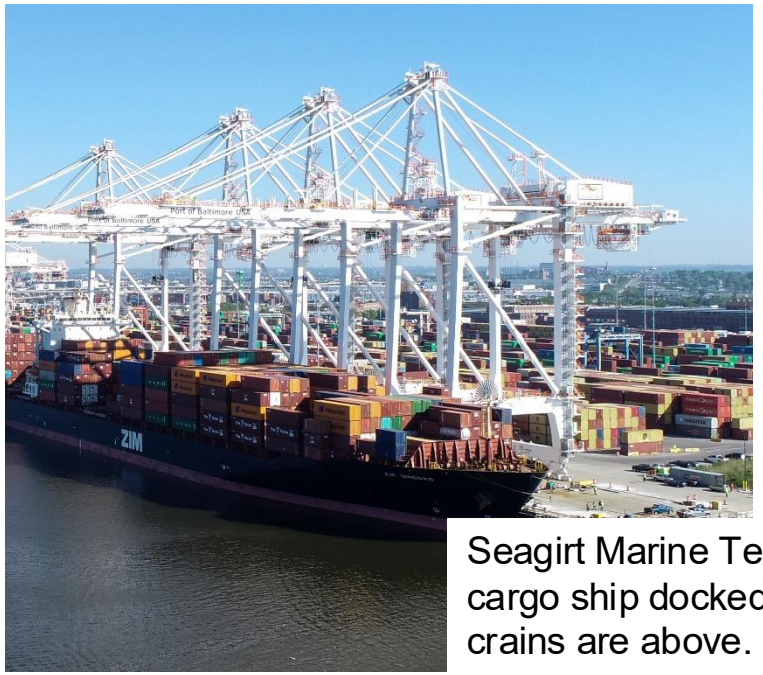
MPA has initiated a series of projects at the Dundalk Marine Terminal, strategically designed to enhance resiliency and flood mitigation. These $71.4 million series of projects are strategically designed to provide storm surge protection and prevent catastrophic flood damage for up to 318 acres, representing 72 percent of Dundalk's open storage area.



SEAGIRT MARINE TERMINAL

In 2009, MPA entered a 50-year Public-Private Partnership with Ports America Chesapeake (“PAC”), which continues to make investments at Seagirt Marine Terminal. Since taking operational control of Seagirt Marine Terminal, PAC has invested over half a billion dollars in capital improvements. The total PAC investment totaled $535 million by the end of January 2025.

In the past year, PAC has completed installation of additional radiation portal monitors and US Customs workstations, making these improvements operational in November 2024. The completion of this project has allowed an average of 500 transactions per day be conducted at New Vail Street, relieving congestion on the Broening Highway gate.



Seagirt Marine Terminal with cargo ship docked. Many crains are above.

FAIRFIELD MARINE TERMINAL - RECONSTRUCTION OF PIER 4

The original pier was constructed in 1943, primarily for shipbuilding and repair purposes and now serves as a main hub for RoRo operations. In 2020, the pier was deemed structurally unsound, prompting the development of a reconstruction plan. The $19.7 million FMT Pier 4 Reconstruction project commenced construction in 2023, marking a significant step forward. We are pleased to share that this project was completed in July 2025.

DUNDALK MARINE TERMINAL BERTHS 11 - 13

In 2024, MPA was awarded a $30.9 million INFRA grant towards Phase 1 of the reconstruction of DMT Berths 11-13. This phase will reconstruction approximately 700 linear feet of DMT Berth 11.

The final NEPA ruling is schedule to be delivered in April 2026 with construction scheduled to begin in July 2028.

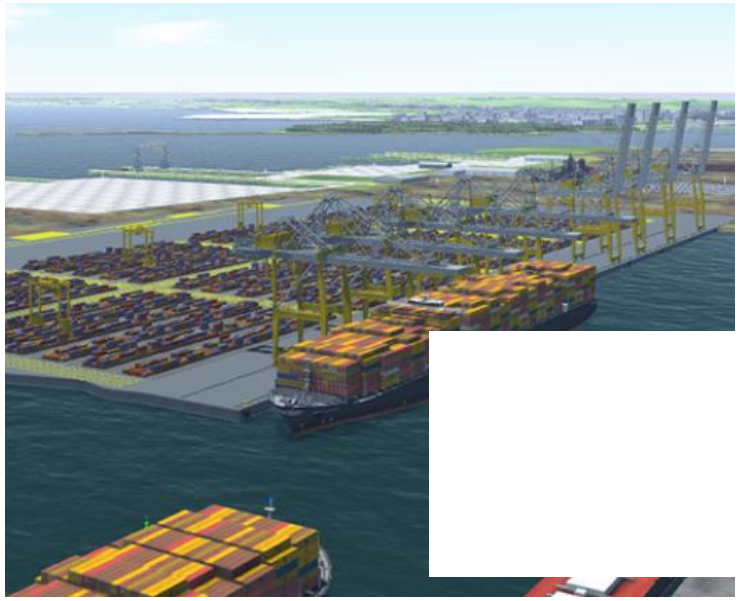
Dundalk marine terminal area next to water.

SPARROWS POINT CONTAINER TERMINAL

In December 2025, the USACE issued a permit for the Sparrows Point Container Terminal The terminal is a joint venture between TradePoint Atlantic and Terminal Investments Ltd.

The permit authorizes construction of a marine terminal consisting of a 3,000 linear foot marginal wharf with ship-to-shore cranes, a container yard, gate complex, intermodal/rail yard, and various support structures which also includes upland excavation, a revetment and associated outfalls.

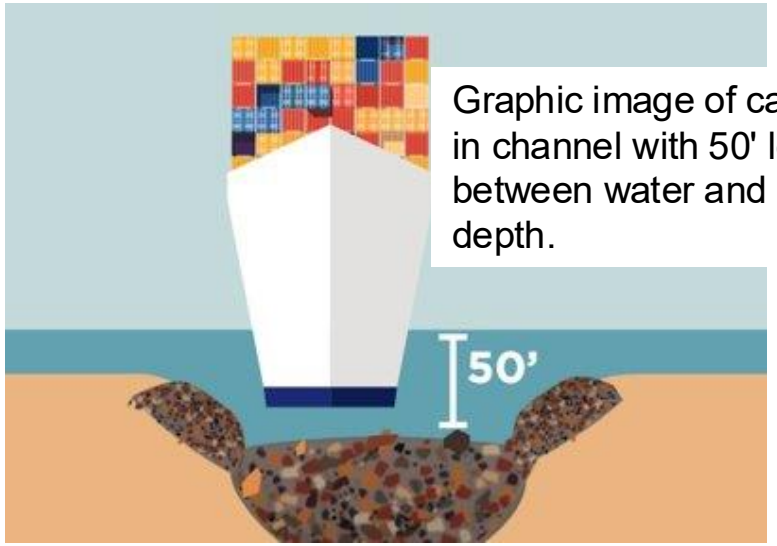
For vessel access to the wharf, the project will include deepening and widening of the existing Sparrows Point Channel and turning basin to -52 feet mean lower low water, requiring mechanical dredging and placement of approximately 4.2 million cubic yards of dredged material to be transported to approved locations. The channel entrance will continue to connect to the Brewerton Federal Navigation Channel.



Major Projects –
Dredged Material Management Program

DREDGED MATERIAL MANAGEMENT PROGRAM

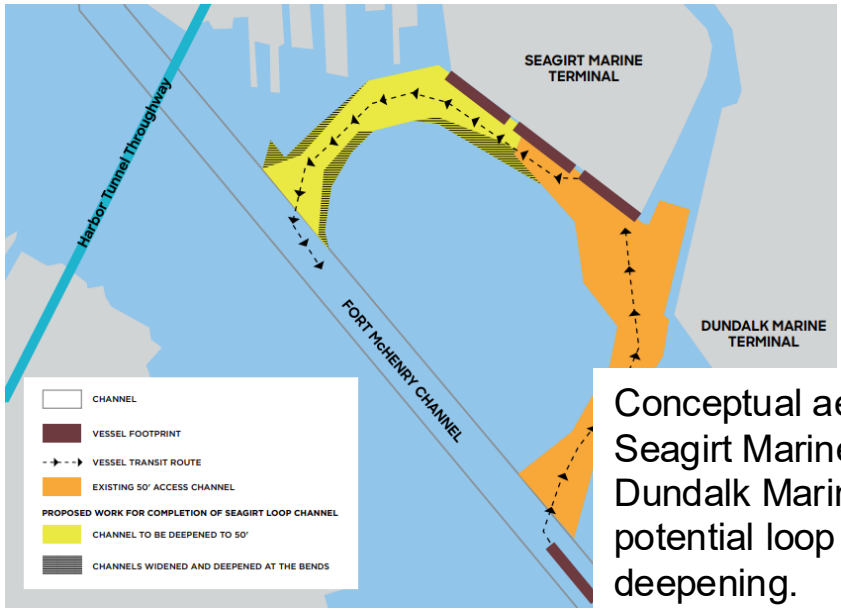
To get cargo to and from the Port of Baltimore there must be safe and efficient passage for ships. The 50' channel system serves as our marine highway. And like any highway it requires maintenance. Sediment builds-up in the channels over time due to wind and tidal actions, as well as land uses. To ensure we are maintaining the depths needed for the large ships to travel safely, we must maintain our marine highway through the act of dredging. Each year, the Port partners with the U.S. Army Corps of Engineers to remove nearly 5 mcy of dredged material from the channels. The MPA is charge with managing the sediments that are removed from the channel system each year.



Graphic image of cargo ship in channel with 50' length between water and bottom depth.

SEAGIRT LOOP CHANNEL DEEPENING PROJECT

Working with the U.S. Army Corps of Engineers, MPA is expanding the Seagirt Loop Channel by deepening the channel to 50 feet and widening the channel at bends. Progress on this transformational project continued as construction authorization was approved by Congress and planning began. The proposed improvements will enable a continuous loop of ship traffic, resulting in safer and more efficient navigation to help meet the demand for future capacity at Port facilities. The preconstruction, engineering, and design phase for this project is expected to be completed in 2026.

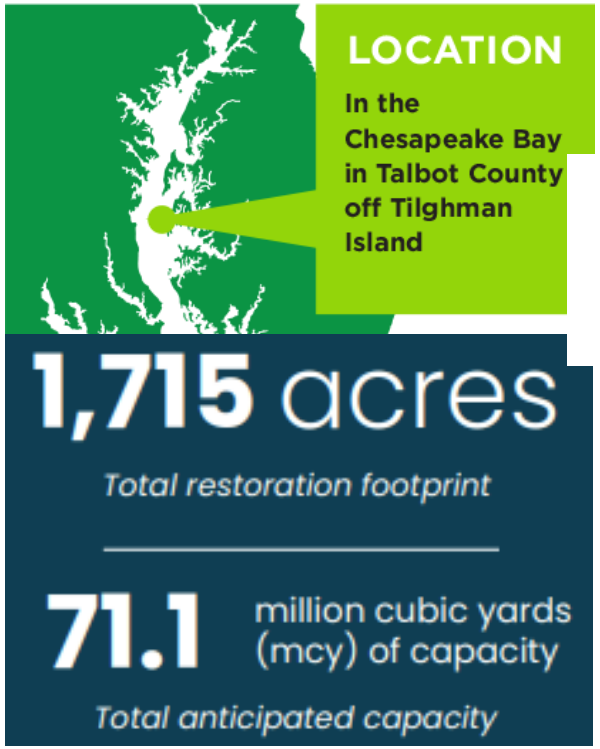


Conceptual aerial view of Seagirt Marine Terminal and Dundalk Marine Terminal potential loop channel deepening.

POPLAR ISLAND
ECOSYSTEM RESTORATION PROJECT

Poplar Island is an international model for the beneficial use of dredged material located in the mid-Chesapeake Bay. The US Army Corps of Engineers and Maryland Port Administration began the project to restore Poplar Island in the 1990s. In 1996, less than five acres remained of the 1,140 acres that were documented in 1847.

Poplar Island now receives approximately 2 million cubic yards (mcy) of dredged material each year, drawn from the approach channels to the Baltimore Harbor and C&D Canal southern approach channels. At completion, the project will allow for the placement of approximately 71.1 mcy of dredged material.



1997 2019

Poplar island birds eye images in 1997 and 2019 (left to right). You can see the progress.

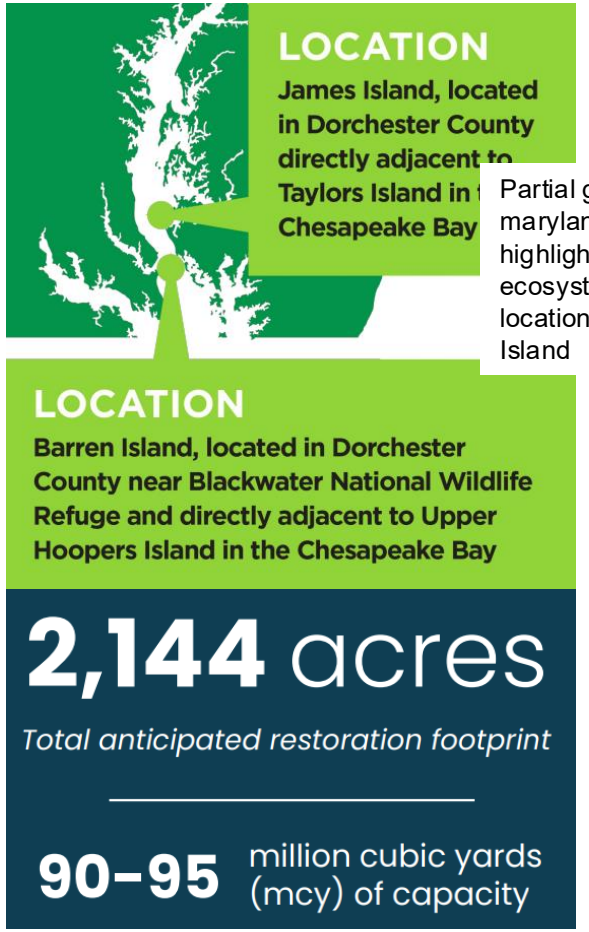
2024

Individuals in yellow worker clothing walking along Poplar Island.

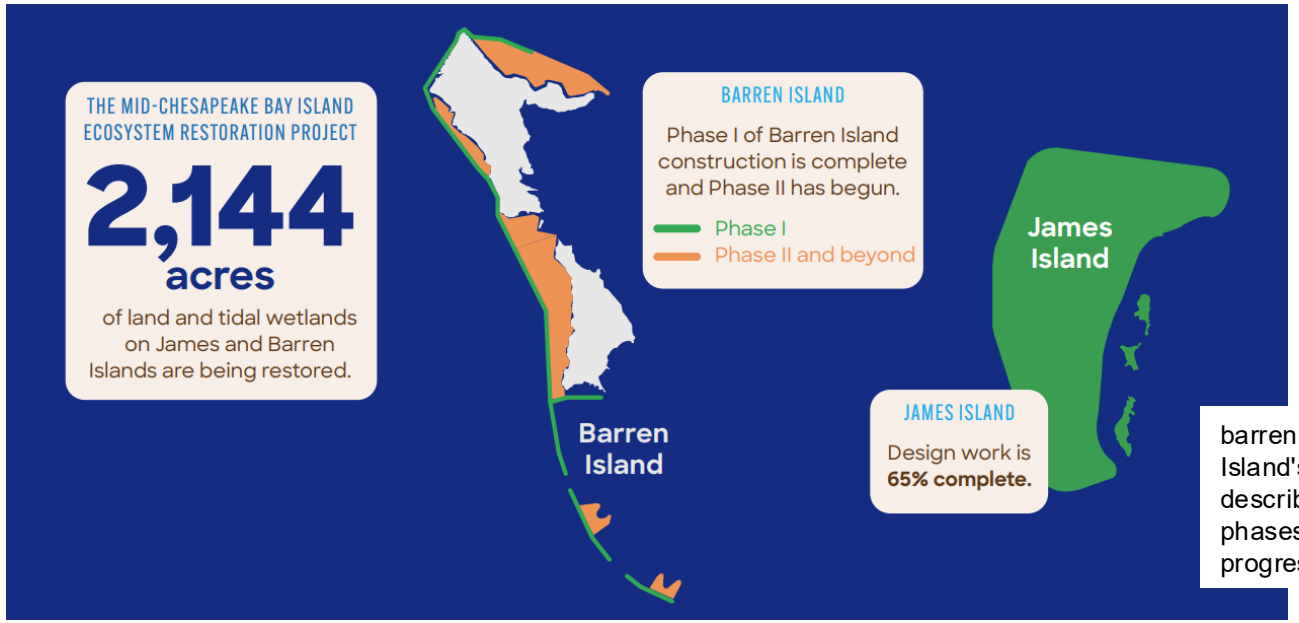
MID-CHESAPEAKE BAY ISLAND ECOSYSTEM RESTORATION PROJECT

The MPA's innovative approach to environmental restoration using dredged material is the foundation for the Mid-Bay Project. Sediment dredged from navigation channels will create wildlife habitat and restore the ecosystem of the severely eroding James and Barren Islands, both located in Dorchester County. The entire project will provide more than 30 years of capacity for material dredged from Maryland Chesapeake Bay approach channels.

Given the success of the Paul S. Sarbanes Ecosystem Restoration Project at Poplar Island, the restored islands are expected to provide valuable habitat to a diverse array of wildlife while maintaining the economic viability of the Port of Baltimore

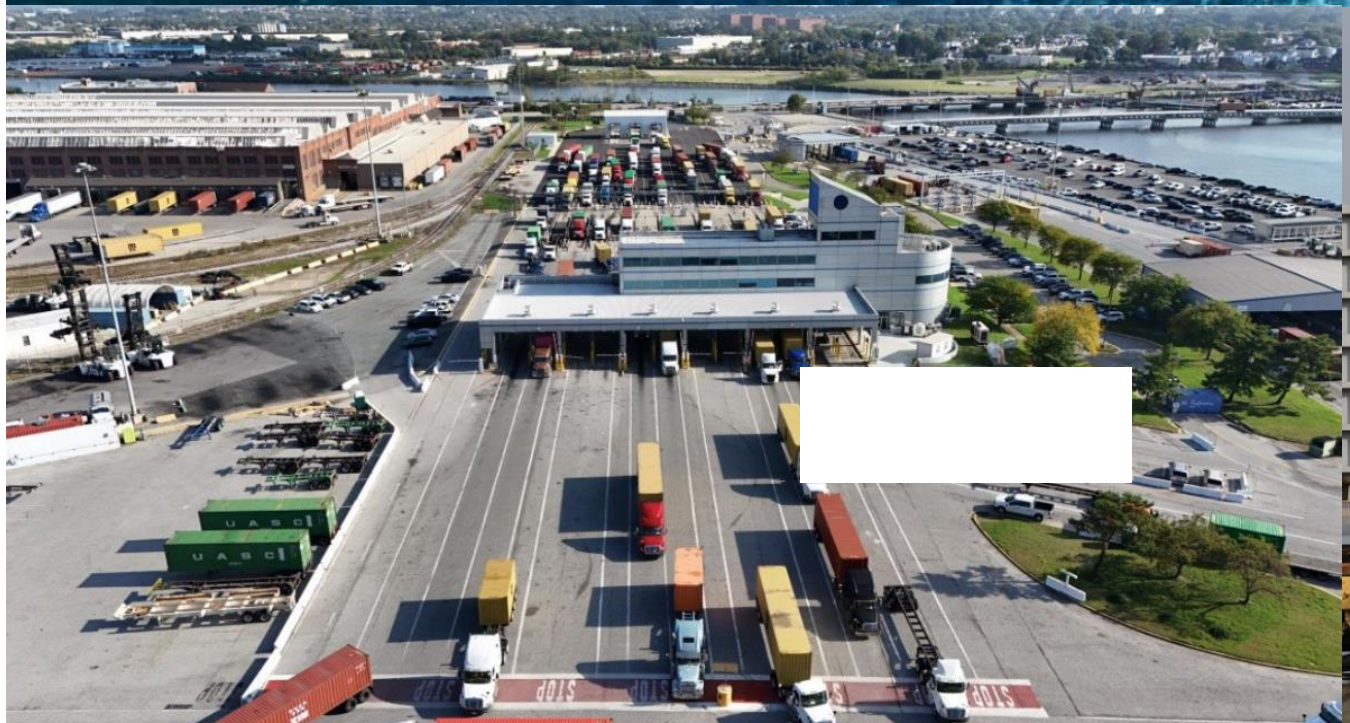


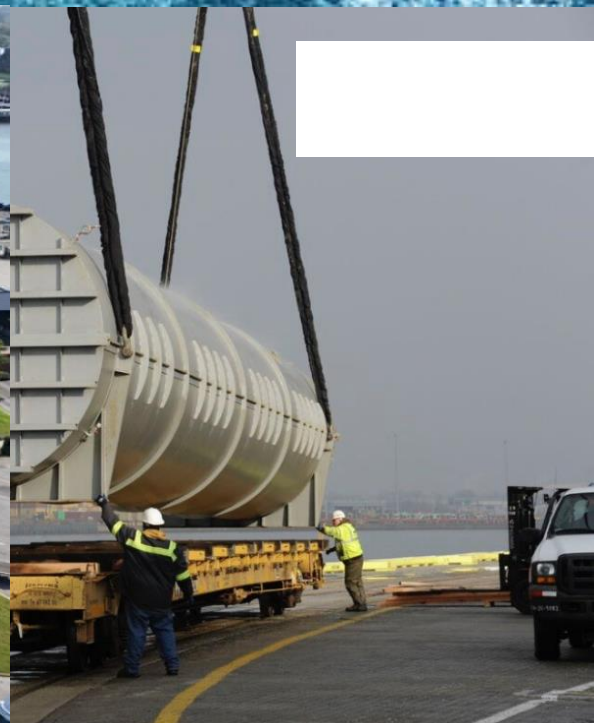
Partial green map of maryland with dot highlighting poplar island ecosystem repair project location on Taylors Island



barren and James Island's graphic image describing construction phases and current progress.

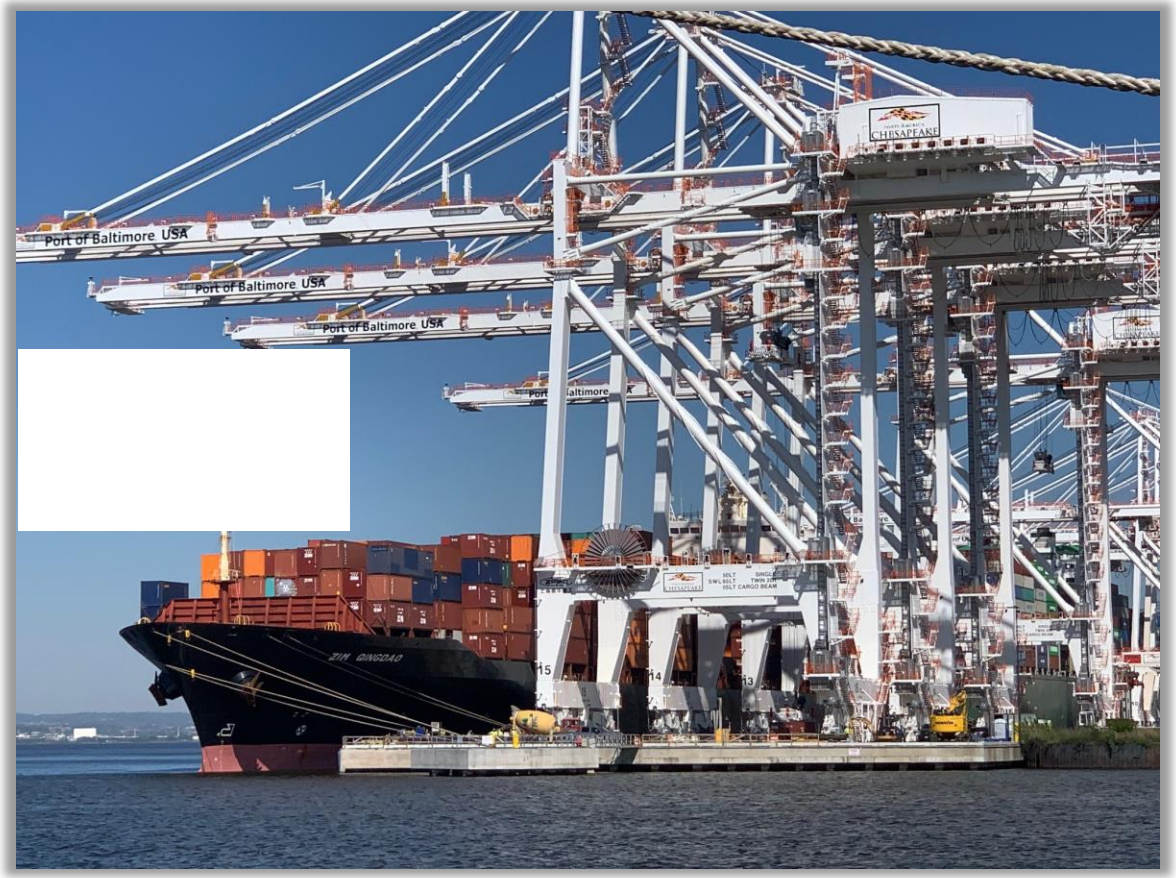
Through its dredging program, the MPA – Port of Baltimore is Maryland's leading creator of wetlands, while the Port of Baltimore remains one of Maryland's top economic engines.





SFAC ROUNDTABLE

- Industry updates
- Upcoming projects



NEXT MEETING

- Be on the lookout for SFP materials to review!
  - SFP online communication (general information, survey, review of elements, draft review) will be sent via email
- Next meeting tentatively scheduled for June 2026
  - Agenda focus: State Freight Plan
  - Materials to be sent in advance for targeted discussion