



# The Maryland Statewide Freight Plan: Moving Maryland Forward!



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Maryland Freight Summit  
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# Introduction

- Purpose of Freight Plan
- Summary and Process
- Status of Freight in Maryland
- Maryland's Freight Strategy
- Freight Policy Directions
- Freight Programming
- Moving Forward

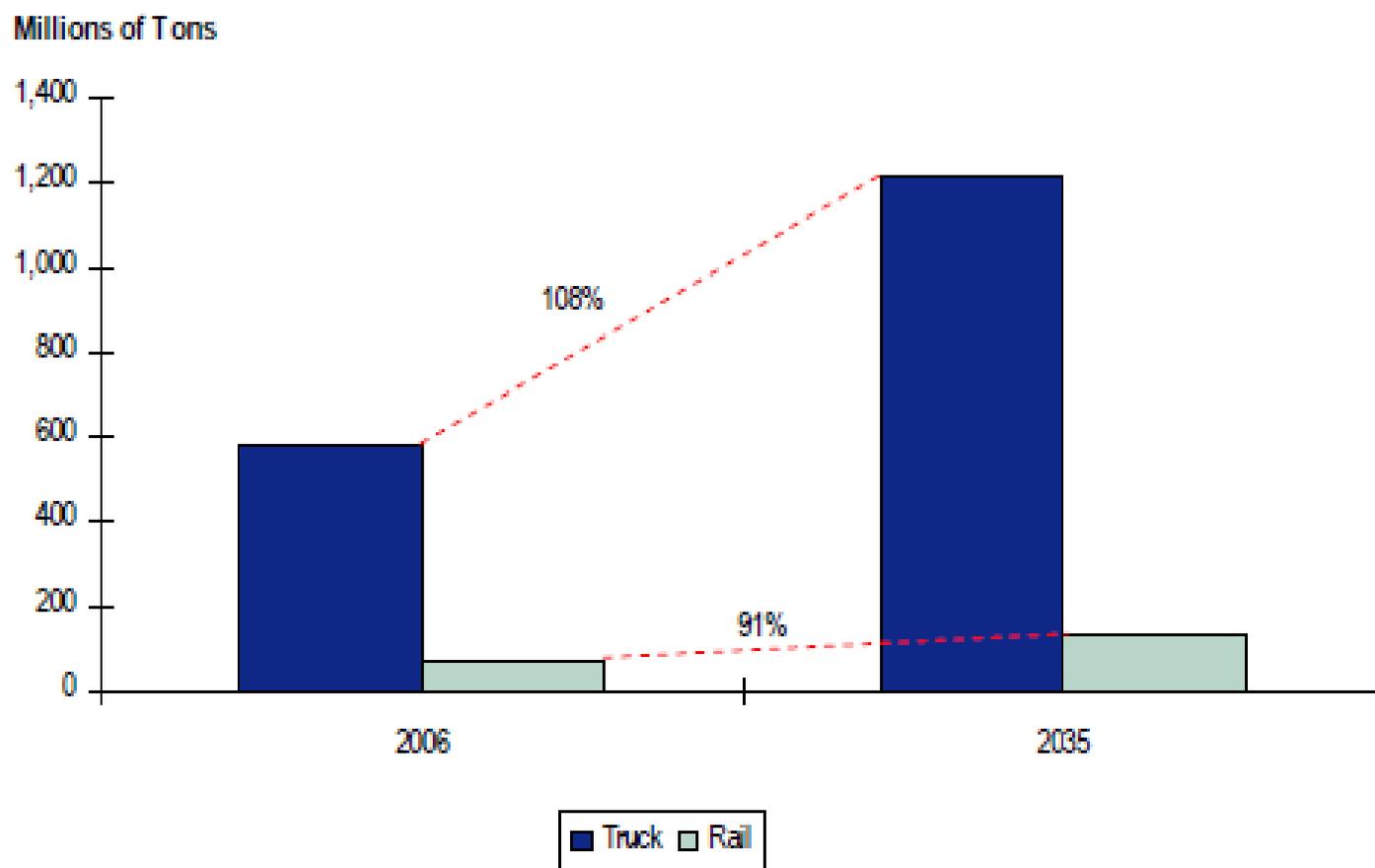
# Process of Freight Planning

- Maryland has never had a comprehensive multi-modal freight plan
- Identify commodity flows and how Maryland fits in to the region, mega region
- Establish stakeholders
- Outreach sessions
- Capture the breadth of freight projects
- Identify policies and creative funding mechanisms

# Status of Freight in Maryland

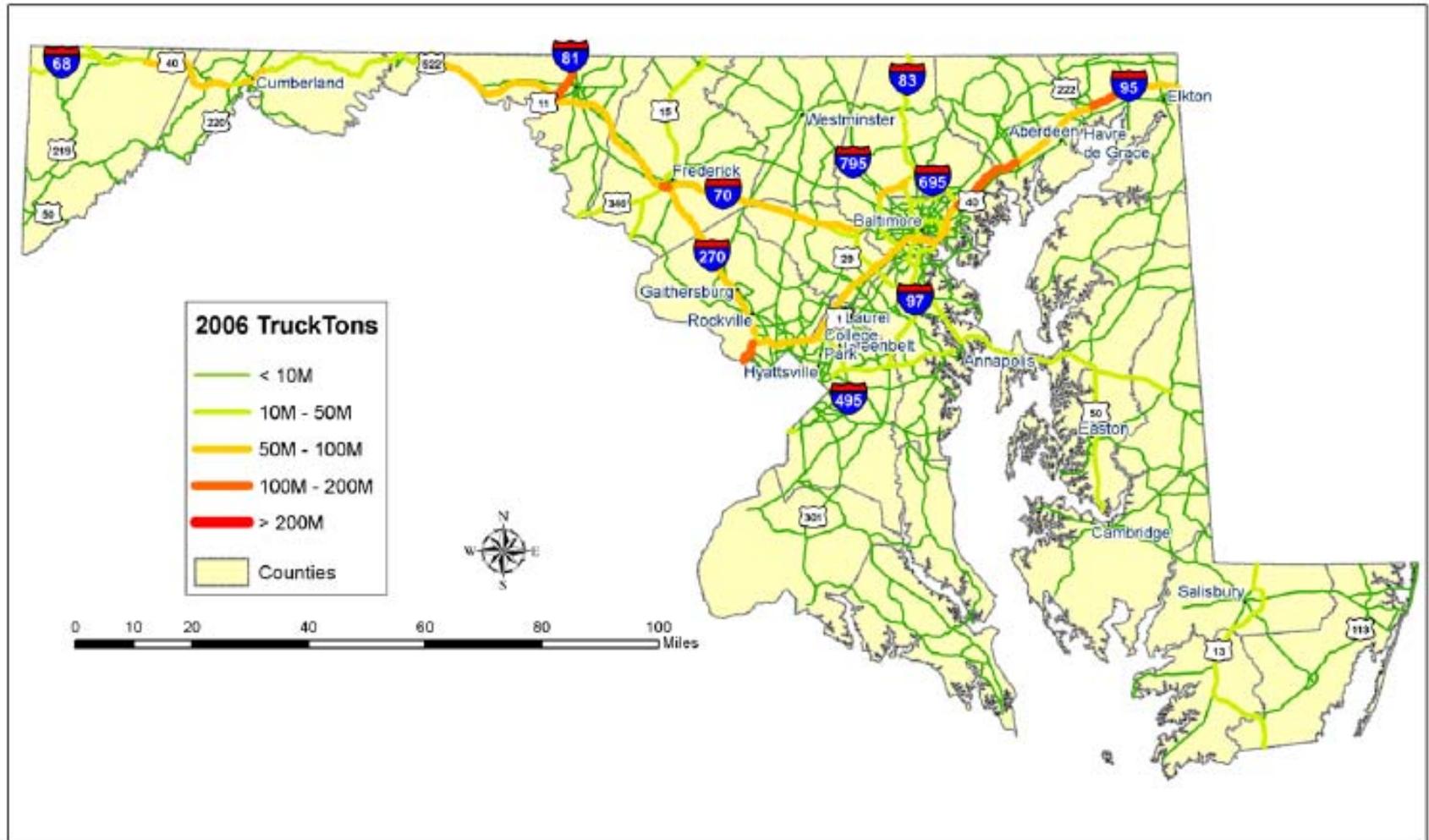
- Maryland's Gross State Product grew from \$163 Billion to over \$222 Billion over past 10 years
- Maryland's system is fully multi-modal
- Freight intensive industries key to future growth
- Freight to increase by about 75%
- Significant intrastate movement to increase, I-270 corridor to grow at a faster rate
- Aging infrastructure, need capacity
- Must coordinate freight planning with land use and economic development

Figure 2.1 Tonnage Growth Rates by Mode  
2006 to 2035



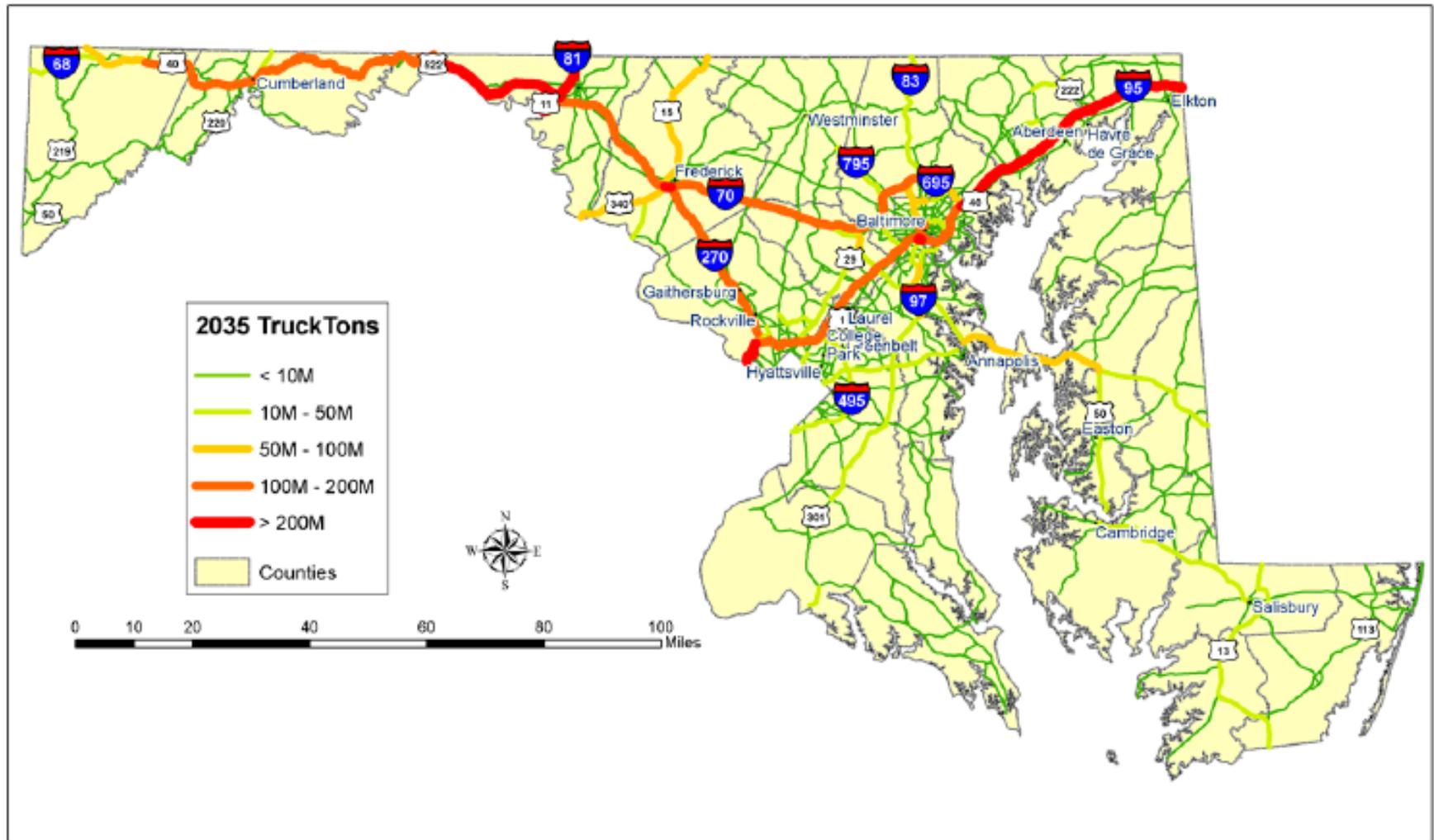
Source: 2003 TRANSEARCH® Insight, forecast update to 2006 by Cambridge Systematics, Inc.

Figure 4.3 Total Truck Tonnage  
2006



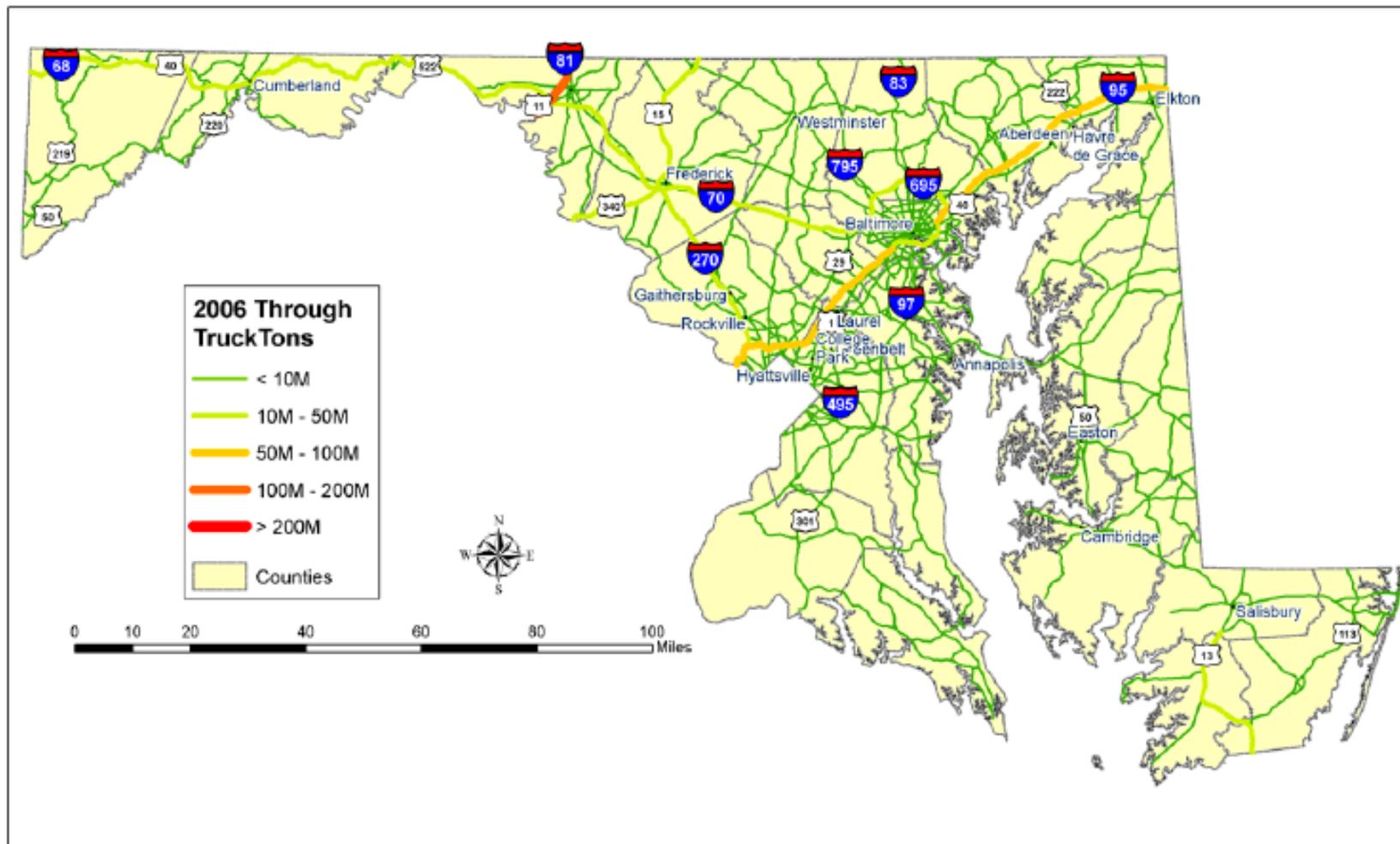
Source: 2003 TRANSEARCH® Insight, forecast update to 2006 by Cambridge Systematics, Inc.

Figure 4.4 Total Truck Tonnage  
2035



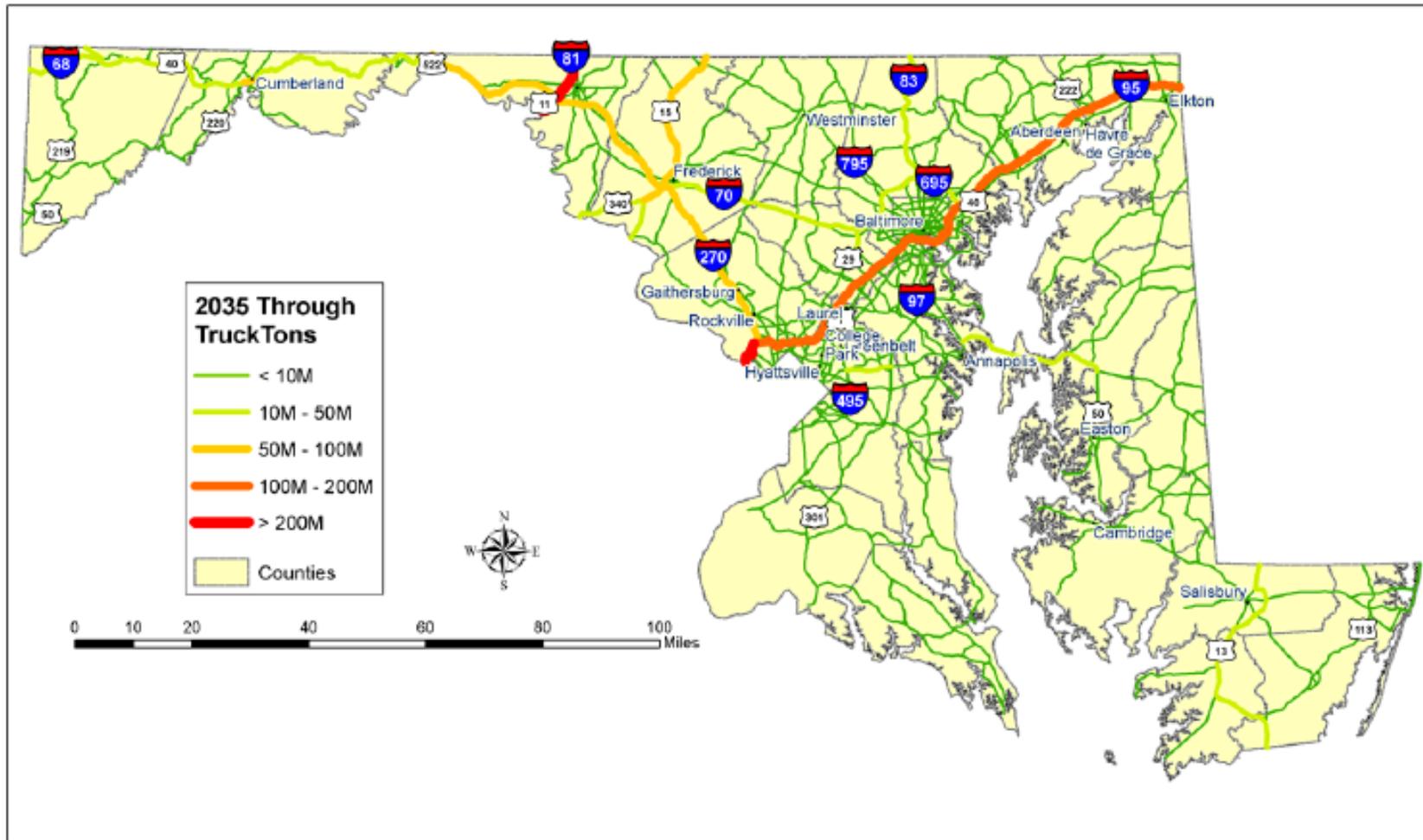
Source: 2003 TRANSEARCH® Insight, forecast update to 2006 by Cambridge Systematics, Inc.

Figure 4.5 Truck Tonnage Passing Through Maryland  
2006



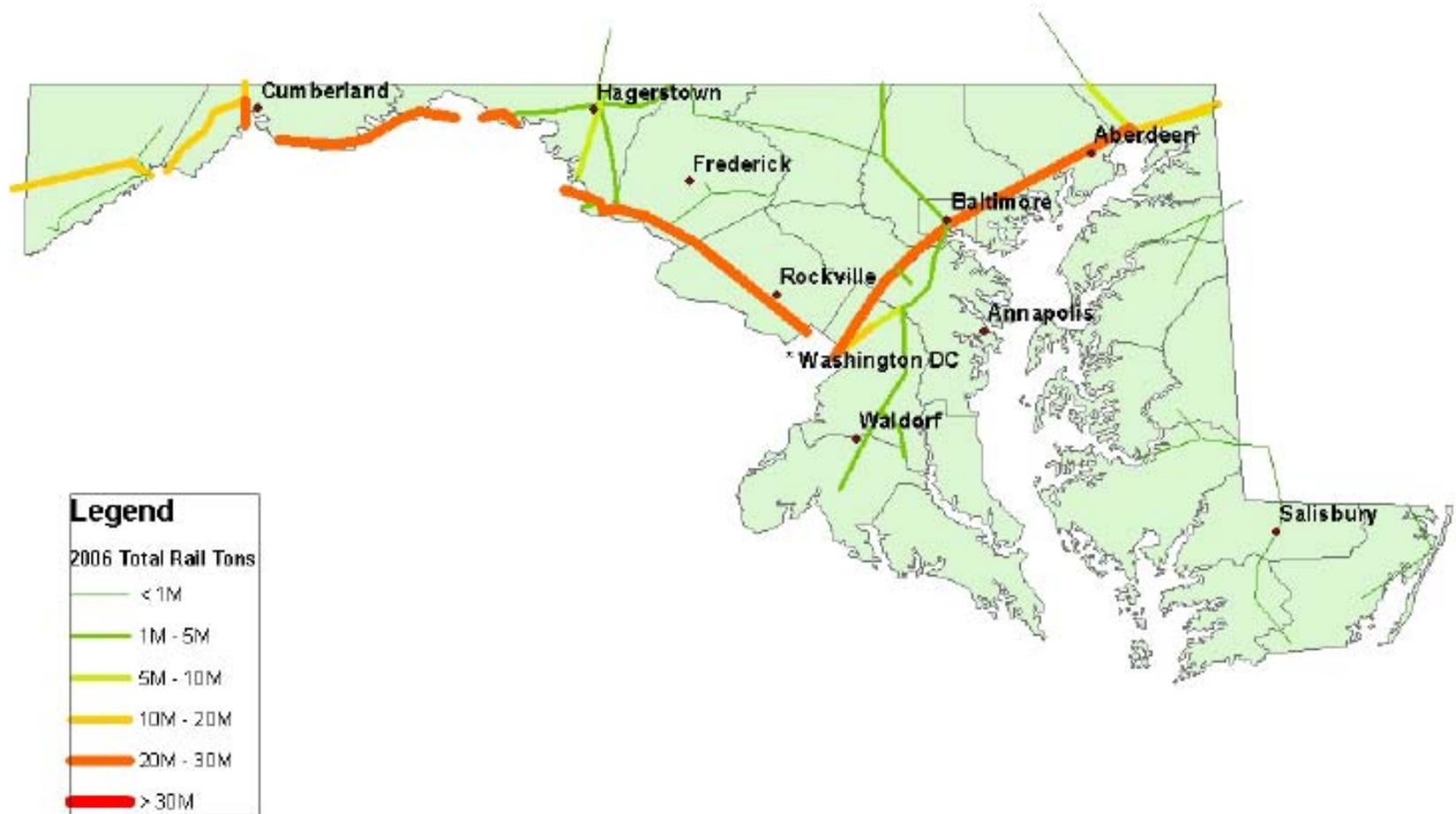
Source: 2003 TRANSEARCH® Insight, forecast update to 2006 by Cambridge Systematics, Inc.

Figure 4.6 Truck Tonnage Passing Through Maryland  
2035



Source: 2003 TRANSEARCH® Insight, forecast update to 2006 by Cambridge Systematics, Inc.

Figure 4.10 Total Rail Tonnage  
2006



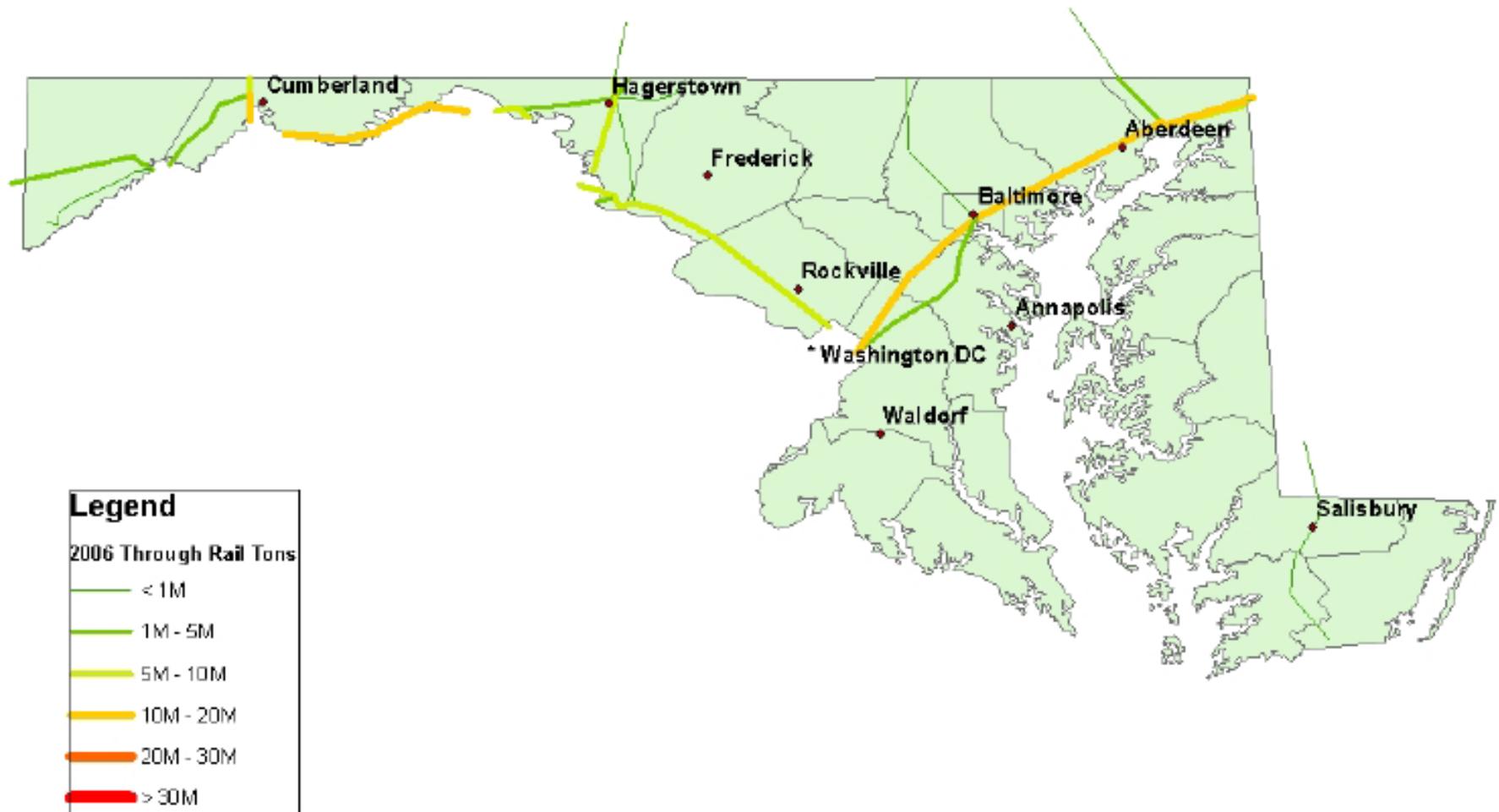
Source: 2003 TRANSEARCH® Insight, forecast update to 2006 by Cambridge Systematics, Inc.

Figure 4.11 Total Rail Tonnage  
2035



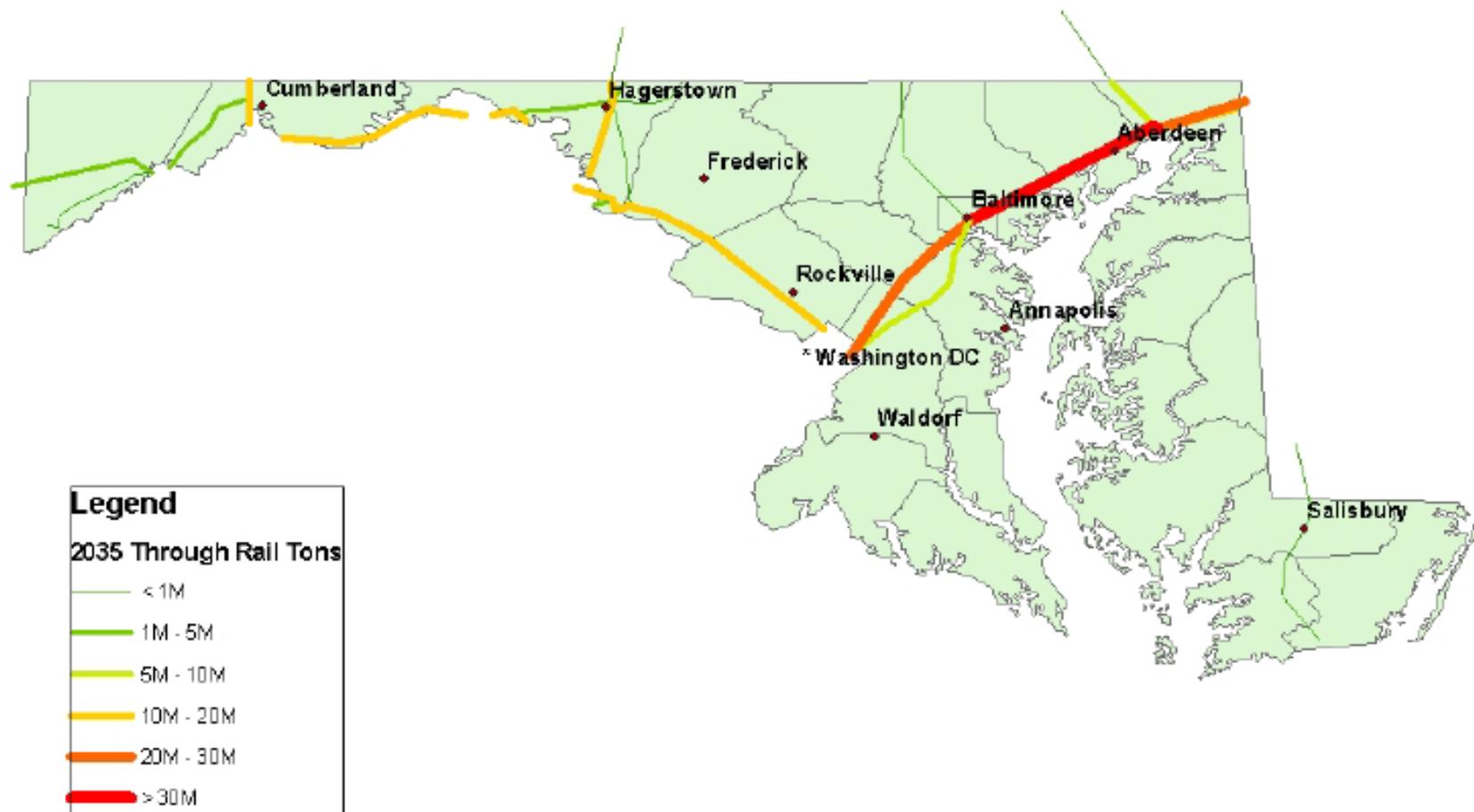
Source: 2003 TRANSEARCH® Insight, forecast update to 2006 by Cambridge Systematics, Inc.

Figure 4.12 Through Rail Tonnage  
2006



Source: 2003 TRANSEARCH® Insight, forecast update to 2006 by Cambridge Systematics, Inc.

Figure 4.13 Through Rail Tonnage  
2035



Source: 2003 TRANSEARCH® Insight, forecast update to 2006 by Cambridge Systematics, Inc.

Figure 5.1 Maryland Mode and Direction  
2006 Tons

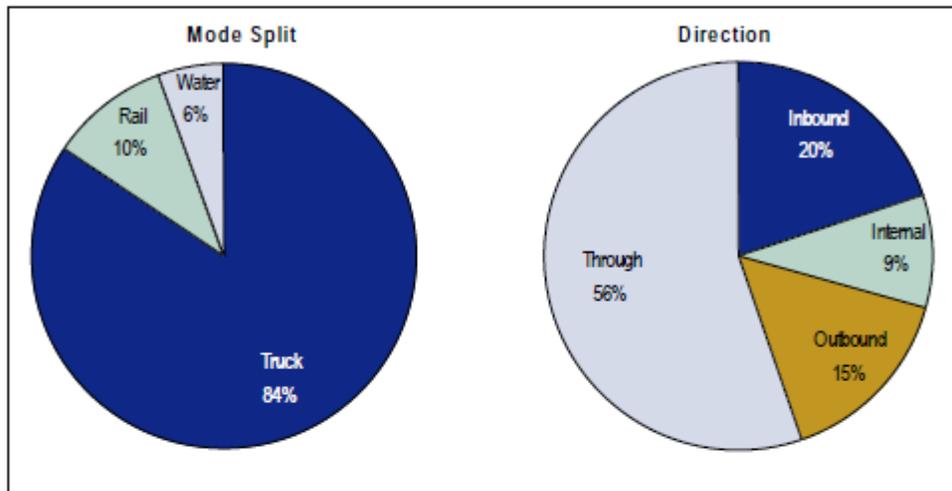


Figure 5.2 Maryland Mode and Direction  
2035 Tons

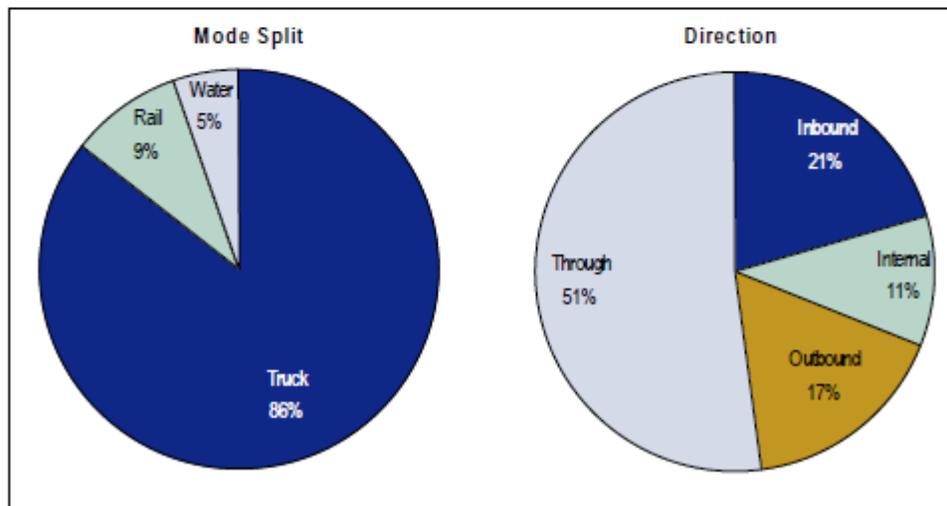
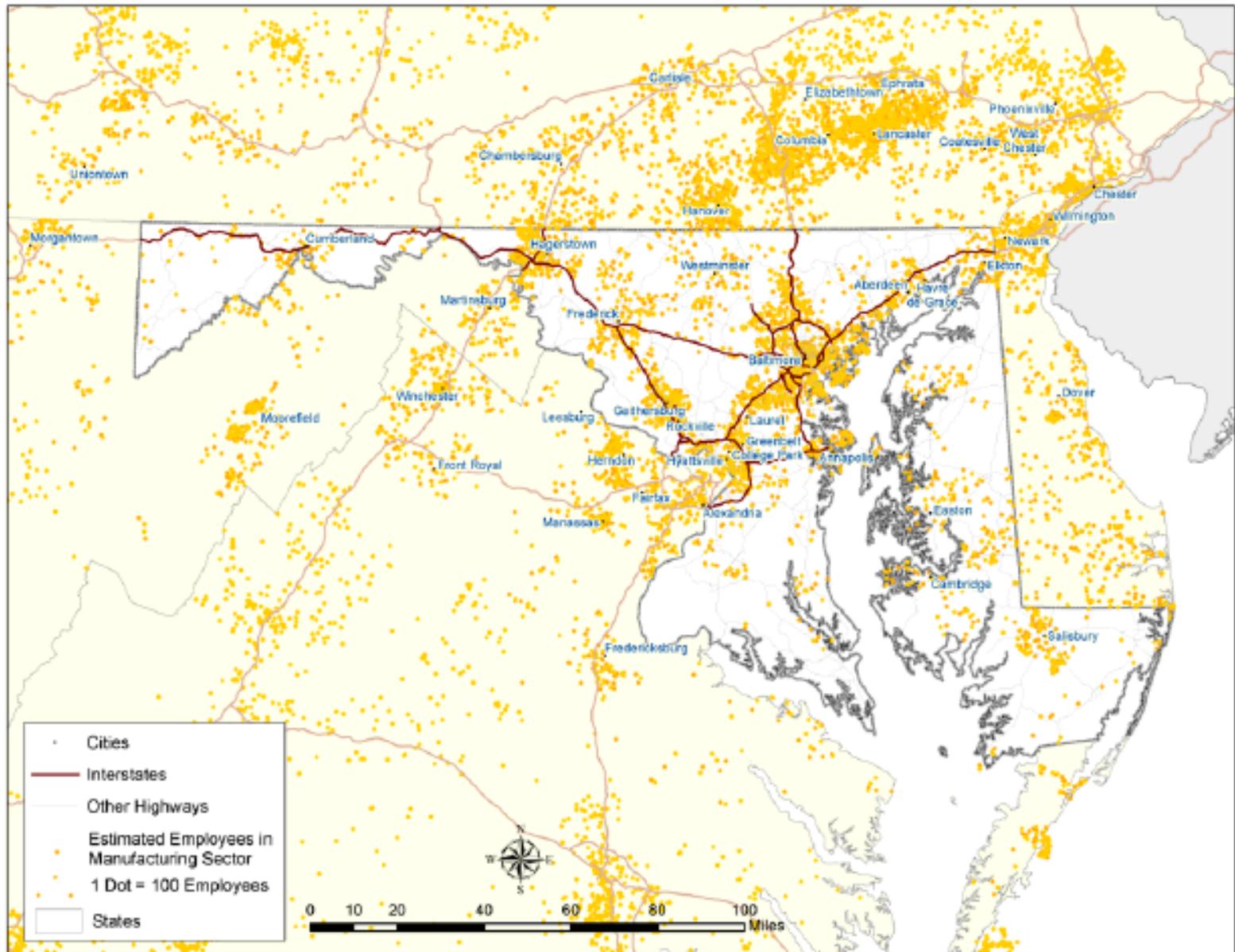
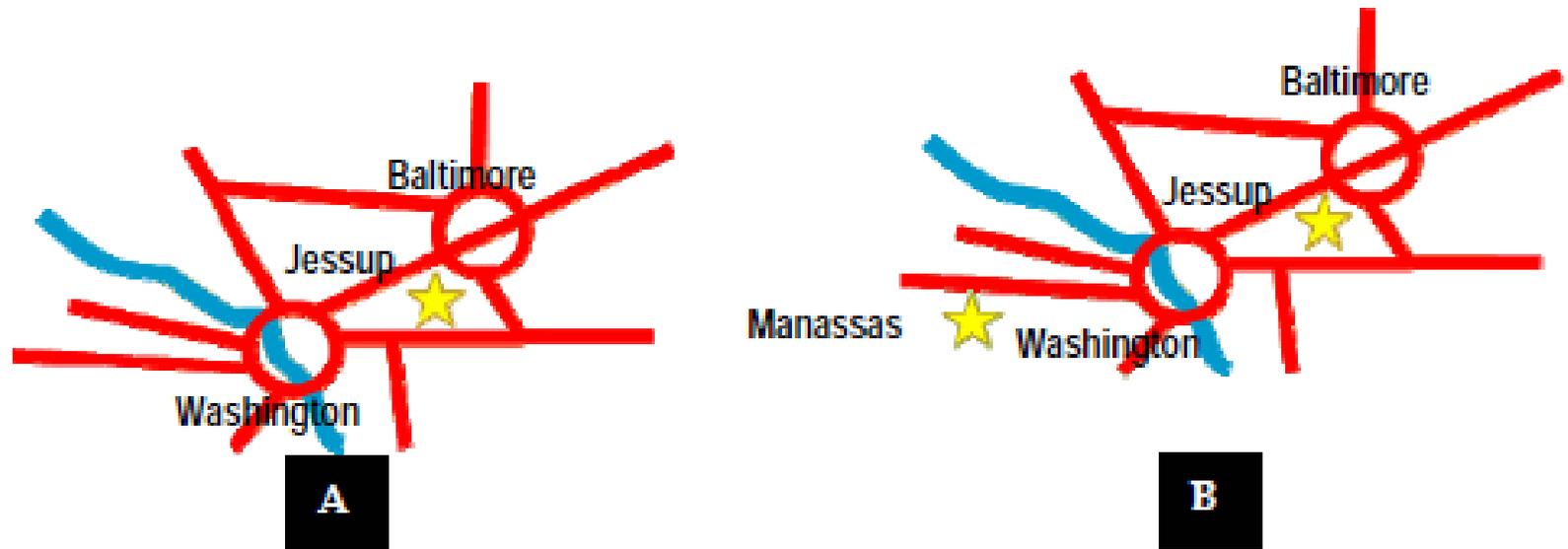


Figure 6.6 Manufacturing Employment Clusters



Source: US Census County Business Patterns estimates, 2005.

Figure 6.13 Potential Bifurcation of Urban Distribution  
*Example of Multiple Distribution Hubs in  
Greater Baltimore-Washington*



# Maryland's Freight Strategy

- Without significant investment in capacity and attention to other streamlining, MD system will not accommodate future demand efficiently.
- Address key new policy issues
- Involve stakeholders
- Collect, evaluate and monitor projects

# Program Development

- 250 plus freight-related projects identified
- \$35 Billion in investment needed (public and private projects included)
- Projects evaluated in high, medium and low status by criteria related to the plan goals – same as the Maryland Transportation Plan
- To be used as a tool, planning development and priority funding requests

**Table 8.1 Evaluation Criteria for Freight Projects**

Criteria	Weighting	Description
Quality of Service	30 %	Potential for the project to reduce delay and increase reliability
Safety and Security	25 %	Potential for the project to provide a safer operating environment and reduce opportunities to compromise the supply chain
Environmental Stewardship/Development Plan Goals	10 %	Potential for the project to reinforce the development of freight-related land uses within existing freight activity centers or direct new development to PFAs and sites with adequate infrastructure
Connectivity for Freight Mobility	25 %	Potential for the project to enhance connectivity between freight modes and/or improve access to clusters of freight-intensive industries
Coordination	10 %	Potential for the project to fulfill the plans, programs or goals of multiple agencies

Table 8.3 Rail Projects

Map ID	Description	Facility	Source	Railroad Ownership/ User <sup>a</sup>	Overall Score <sup>b</sup>	Quality of Service (30%)	Safety and Security (25%)	Environmental Stewardship/Development Plan Goals (10%)	Connectivity for Freight Mobility (25%)	Coordination (10%)
1A	Increase capacity between Baltimore and DE state line	NEC	MAROps/	Amtrak/NS/	●	◐	●	●	◐	●
(4A)	Rehabilitate bridge over Gunpowder River	NEC	MAROps	Amtrak/NS/	●	◐	●	●	◐	●
(4B)	Rehabilitate bridge over Susquehanna River	NEC	MAROps	Amtrak/NS/	●	◐	●	●	◐	●
(4C)	Rehabilitate bridge over Bush River	NEC	MAROps	Amtrak/NS/	●	◐	●	●	◐	●
(5)	Construct new freight-only track between Bayview Yard and Perryville	NEC	MAROps	Amtrak/NS	●	◐	●	●	◐	●
(6)	Improve clearance, alignment, and grade through B&P and Union tunnels – FRA Tunnel Study Phase 2	NEC	MAROps	Amtrak/	●	◐	●	●	◐	●
(11A)	MARC Growth and Investment Plan – Add additional track between Baltimore and Elkton	Penn Line/NEC	MARC	Amtrak/NS/	●	●	●	●	●	●
(17)	Add third track so trains can better access NEC from Port Road – (Track A Study)	NEC	MAROps	Amtrak/NS	●	◐	●	●	◐	◐
1B	Increase capacity and improve clearances between Baltimore and DE state line	Philadelphia subdivision	MAROps	CSX	●	◐	●	●	◐	●
3	Increase capacity and improve clearances between Washington, D.C. and Baltimore	Capital subdivision	MAROps	CSX	●	◐	●	●	◐	●
(2)	Increase capacity through Baltimore – includes Howard Street Tunnel	Capital and Philadelphia subdivisions	MAROps	CSX	●	◐	●	●	◐	●
(12)	MARC Growth and Investment Plan – Add third track between Dorsey and Washington, D.C.	Camden Line	MARC	CSX/MARC	●	●	●	●	●	●
(14A)	National Gateway – Increase capacity and provide double-stack clearance between Washington, D.C. and Baltimore	Capital subdivision	CSX	CSX	●	◐	●	●	●	●

Figure 8.2 Rail Project Locations

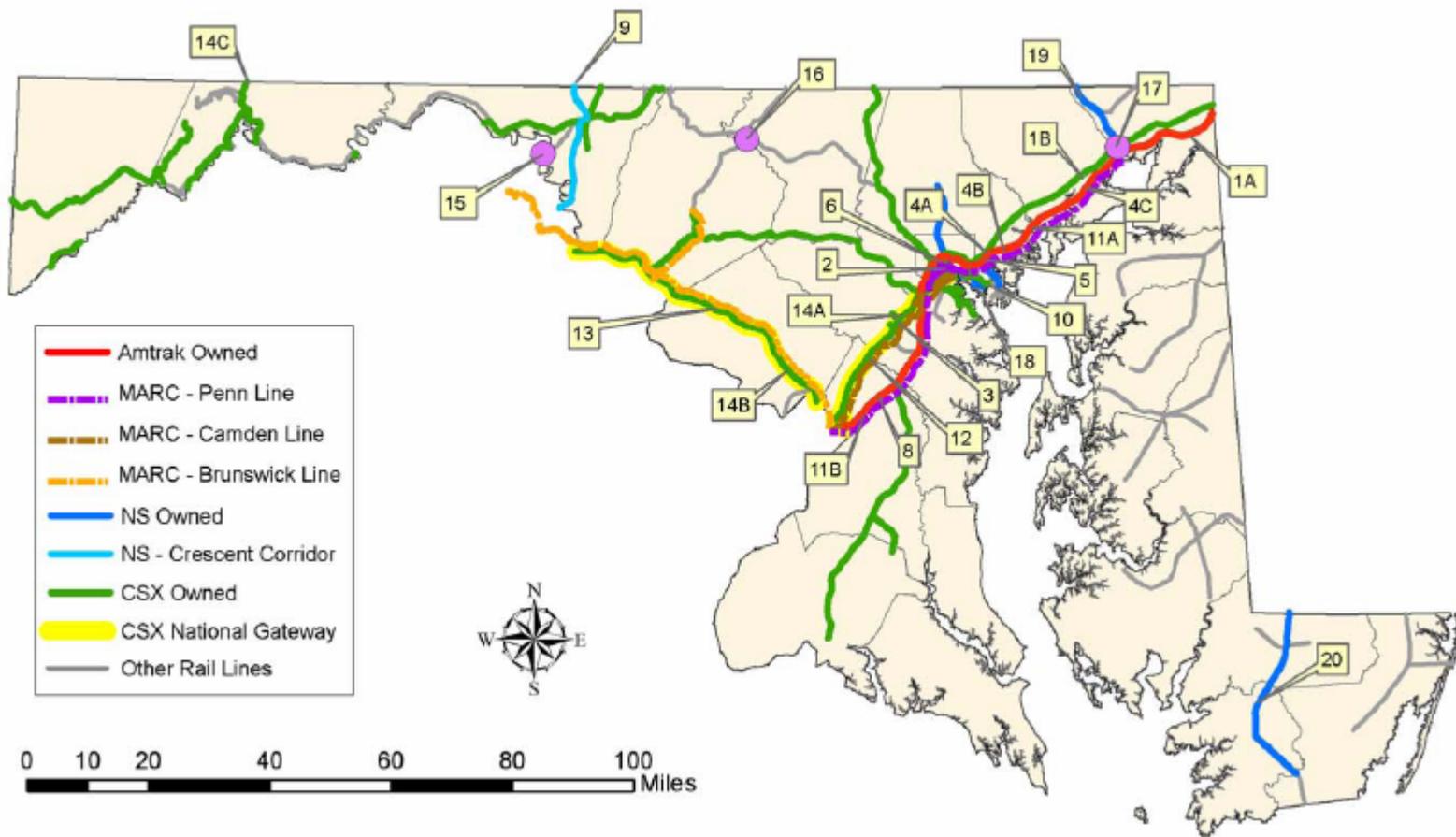


Figure 8.3 Port Project Locations



# Freight Policy Development

Issue/Challenge	Desired Outcome	Potential Actions and Programs
Rail Capacity Constraints	Improve freight and passenger rail effectiveness	<ul style="list-style-type: none"> <li>• Expand double-stack network</li> <li>• Provide new freight and/or passenger tunnel to increase efficiency of freight and Amtrak and provide improved access to the Port of Baltimore.</li> <li>• Utilize existing and new rail capacity to encourage shift of freight from highway to rail.</li> </ul>
Truck Parking Shortage	Safe operating environment	<ul style="list-style-type: none"> <li>• Provide better utilization/notification of existing safe parking locations.</li> <li>• Promote additional truck parking capacity (truck stops, rest areas, park and ride lots, etc.).</li> </ul>
Air Cargo	Increase belly cargo capacity at BWI-Marshall	<ul style="list-style-type: none"> <li>• Continue to promote BWI-Marshall cargo strengths (highway access, proximity to large markets, Trans-Atlantic market links).</li> </ul>
Limited opportunities for multi-modal connectivity	Increase multi-modal connectivity	<ul style="list-style-type: none"> <li>• Increase marine highway (short sea shipping) usage with truck to barge and rail to barge operations).</li> <li>• Increase rail-truck transloads.</li> </ul>

# Implementation and Action

- Narrow and focus policy actions, assign responsibility and accountability
- Identify funding mechanisms – creative ones
- Raise awareness and coordinate with local governments
- Gain support and do outreach – KEEP PLANNING!
- Review and adopt prioritized projects in conjunction with local governments
- Continuously update the Freight Plan

# Moving Freight Forward

- Progressively plan for freight growth while balancing livability and environmental sustainability goals
- Develop Rail Plan, explore Marine Highways, identify future planning needs, coordinate dialogue with trucking community, explore opportunities for additional air cargo
- Continue dialogue and outreach
- T&I Bill/Re-Authorization

# Download the Plan!

Visit the Office of Freight Logistics website to download the plan at:

[www.mdot.state.md.us/OFL/Freight](http://www.mdot.state.md.us/OFL/Freight)

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