

DRAFT Regional Rail Strategies

Safety and Security

Agency	Document	Year	Strategy
MDOT	Maryland Statewide Freight Plan	2009	Develop routing that minimizes hazmat exposure to communities (must be at the regional level) – develop hazmat plan for region.
MDOT	Maryland Statewide Freight Plan	2009	Implement public outreach campaign on dangers of walking on or near railroad tracks.
MDOT	Maryland Statewide Freight Plan	2009	Reduce conflict between highway and rail modes by closing or separating grade crossings (e.g., sealed rail corridors).
MDOT	Maryland Statewide Freight Plan	2009	Promote the required deployment of Positive Train Control (PTC) on shared corridors
OIPI	Virginia Multimodal Freight Plan	2013	Integrate freight safety considerations into the Commonwealth's planning and programming processes for all modes.
OIPI	Virginia Multimodal Freight Plan	2013	Improve disaster, hazmat, and security incident planning among public agencies and freight stakeholders to minimize supply chain disruption.
OIPI	Virginia Multimodal Freight Plan	2013	Improve safety infrastructure at rail/highway at-grade crossings through grade separation or other improvements.
DRPT	Virginia Statewide Rail Plan	2013	Improve safety infrastructure at rail/highway at-grade crossings.
DRPT	Virginia Statewide Rail Plan	2013	Separate busy rail and highway rights-of-way.
DRPT	Virginia Statewide Rail Plan	2013	Grade separate rail/highway at-grade crossings where possible.
MDOT	Maryland Rail Plan	2015	Develop strategies and technologies to improve shared use; increase capacity and upgrade rail infrastructure for simultaneous operation of freight, commuter, and intercity passenger services; promote the required deployment of Positive Train Control (PTC) on shared corridors.

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Coordination and Planning

Agency	Document	Year	Strategy
OIPI	Virginia Multimodal Freight Plan	2013	Improve disaster, hazmat, and security incident planning among public agencies and freight stakeholders to minimize supply chain disruption.
OIPI	Virginia Multimodal Freight Plan	2013	Coordinate with local & regional planners to synchronize freight related land use/development and transportation decisions (e.g., highway and rail access to sites).
DDOT	District of Columbia Freight Plan	2014	Focus additional resources on inter-jurisdictional cooperation in freight planning, to help assure that East Coast railroad mainlines can be improved to permit greater use of freight rail.
MDOT	Maryland Rail Plan	2015	Fully engage state agency partners in rail planning; enhance coordination with local governments to identify freight, commuter, and intercity passenger infrastructure needs that may require special state assistance; sustain and/or increase MDOT interaction and coordination with neighboring states and Federal agencies (FHWA, FRA, USACE, etc.).
MDOT	Maryland Rail Plan	2015	Work with neighboring states and broader regional groups such as the NEC Commission to plan in terms of a broader corridor or network; involve freight, commuter, and intercity passenger entities in the planning; establish Intermodal Rail Team to coordinate rail planning issues and effectively communicate them to Federal agencies and MPOs.
MDOT	Maryland Rail Plan	2015	Identify ample locations for freight expansion through regional industrial master planning and clustering of freight activities with transportation facilities; coordinate with local governments' comprehensive plans; mediate concerns (suburban residential threatened by freight encroachment/urban freight threatened by residential encroachment); incorporate goods movement activity grandfather clause into real estate purchase contracts or development agreements; further implement Transit-Oriented Development (TOD) zones and state and local "tools" for TOD implementation.

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Shared Use & High Speed Rail

Agency	Document	Year	Strategy
MDOT	Maryland Statewide Freight Plan	2009	Develop strategies and technologies to improve shared use of freight and passenger trains on freight rail assets.
MDOT	Maryland Statewide Freight Plan	2009	Increase capacity and separate freight and passenger rail lines for simultaneous operation.
MDOT	Maryland Statewide Freight Plan	2009	Promote the required deployment of Positive Train Control (PTC) on shared corridors
OIPI	Virginia Multimodal Freight Plan	2013	Increase capacity of rail lines that carry both passengers and freight by partnering with freight railroads, particularly on the north-south mainline between Fredericksburg and Washington, DC.
DRPT	Virginia Statewide Rail Plan	2013	Ensure that passenger rail equipment and station structures are maintained/replaced as needed to sustain a good state of repair.
DRPT	Virginia Statewide Rail Plan	2013	Provide Virginia population centers with reasonable intercity rail service, so that major corridors connecting the largest population centers in the state are served by multiple trains per day while corridors connecting secondary population centers are served by at least one train per day.
DRPT	Virginia Statewide Rail Plan	2013	Provide Virginia residents with transportation alternatives through high speed rail.
DRPT	Virginia Statewide Rail Plan	2013	Divert traffic from highway to rail by improving the reliability and speed of both freight and passenger services by improving capacity on key corridors.
DRPT	Virginia Statewide Rail Plan	2013	Continue to support efforts to improve mobility and reduce congestion in Northern Virginia by continued support of the VRE.
MDOT	Maryland Rail Plan	2015	Develop strategies and technologies to improve shared use; increase capacity and upgrade rail infrastructure for simultaneous operation of freight, commuter, and intercity passenger services; promote the required deployment of Positive Train Control (PTC) on shared corridors.

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Shared Use & High Speed Rail

Agency	Document	Year	Strategy
MDOT	Maryland Rail Plan	2015	Implement capital programs to expand capacity and reduce peak headways for MARC passenger rail service.
MDOT	Maryland Rail Plan	2015	Fully engage state agency partners in rail planning; enhance coordination with local governments to identify freight, commuter, and intercity passenger infrastructure needs that may require special state assistance; sustain and/or increase MDOT interaction and coordination with neighboring states and Federal agencies (FHWA, FRA, USACE, etc.).
MDOT	Maryland Rail Plan	2015	Work with neighboring states and broader regional groups such as the NEC Commission to plan in terms of a broader corridor or network; involve freight, commuter, and intercity passenger entities in the planning; establish Intermodal Rail Team to coordinate rail planning issues and effectively communicate them to Federal agencies and MPOs.

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Economic Vitality

Agency	Document	Year	Strategy
OIPI	Virginia Multimodal Freight Plan	2013	Increase funding for projects and programs that incentivize cargo shift from truck to rail or barge (e.g., rail operations, waterway shipping), especially to key economic drivers such as the Port of Virginia.
OIPI	Virginia Multimodal Freight Plan	2013	Improve rail access to Virginia's ports to enhance competitiveness and market reach.
OIPI	Virginia Multimodal Freight Plan	2013	Make investments in freight rail infrastructure ranked by the corridors with greatest truck delay at locations conducive to intermodal service.
DRPT	Virginia Statewide Rail Plan	2013	Improve the efficiency of intermodal freight rail service by helping to enable intermodal corridors within Virginia or on which Virginia shippers rely to accommodate double stack intermodal trains.
DRPT	Virginia Statewide Rail Plan	2013	Support economic development by promoting rail access to current and prospective Virginia employers and supporting improvements to the quality of rail service available.
DRPT	Virginia Statewide Rail Plan	2013	Improve the Commonwealth's connections with global markets by supporting intermodal rail connections both at the Port of Virginia and at other inland multimodal facilities.
MDOT	Maryland Rail Plan	2015	Improve intermodal connections for rail to ports (Baltimore, Salisbury); support intermodal transfer facilities, encourage land use decisions for access to multimodal options; encourage transloading by businesses with excess capacity for off-rail customers; increase connectivity with other modes (MTA commuter bus, core bus, metro, light rail, paratransit, bike/pedestrian, Locally Operated Transit (LOT), WMATA).
MDOT	Maryland Rail Plan	2015	Work with CSX to complete upgrades associated with the National Gateway; work to increase options for CSX and Norfolk Southern double-stack access to the Port of Baltimore or Baltimore region and to other critical intermodal or goods activity hubs in Maryland; and identify ROW opportunities and sharing agreements to eventually enable on-dock double-stack of high cube containers.

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Economic Vitality

Agency	Document	Year	Strategy
MDOT	Maryland Rail Plan	2015	Work with economic development representatives at the state and local level to identify business location options and transportation improvement options that optimize business opportunities, utilize data and forecasting to better understand economic opportunities and how rail can benefit.

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Promoting Rail Access

Agency	Document	Year	Strategy
MDOT	Maryland Statewide Freight Plan	2009	Work with Class I railroads and Amtrak to provide double-stack rail serving the Port of Baltimore.
OIPI	Virginia Multimodal Freight Plan	2013	Increase investment in railroad maintenance deficiencies to preserve rail network quality and access to shippers.
DRPT	Virginia Statewide Rail Plan	2013	Support economic development by promoting rail access to current and prospective Virginia employers and supporting improvements to the quality of rail service available.
DRPT	Virginia Statewide Rail Plan	2013	Improve the Commonwealth's connections with global markets by supporting intermodal rail connections both at the Port of Virginia and at other inland multimodal facilities.
MDOT	Maryland Rail Plan	2015	Work with CSX to complete upgrades associated with the National Gateway; work to increase options for CSX and Norfolk Southern double-stack access to the Port of Baltimore or Baltimore region and to other critical intermodal or goods activity hubs in Maryland; and identify ROW opportunities and sharing agreements to eventually enable on-dock double-stack of high cube containers.
MDOT	Maryland Rail Plan	2015	Work with economic development representatives at the state and local level to identify business location options and transportation improvement options that optimize business opportunities, utilize data and forecasting to better understand economic opportunities and how rail can benefit.

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Double Stack

Agency	Document	Year	Strategy
MDOT	Maryland Statewide Freight Plan	2009	Work with Class I railroads and Amtrak to provide double-stack rail serving the Port of Baltimore.
MDOT	Maryland Statewide Freight Plan	2009	Expand double-stack rail network.
DRPT	Virginia Statewide Rail Plan	2013	Improve the efficiency of intermodal freight rail service by helping to enable intermodal corridors within Virginia or on which Virginia shippers rely to accommodate double stack intermodal trains.
MDOT	Maryland Rail Plan	2015	Work with CSX to complete upgrades associated with the National Gateway; work to increase options for CSX and Norfolk Southern double-stack access to the Port of Baltimore or Baltimore region and to other critical intermodal or goods activity hubs in Maryland; and identify ROW opportunities and sharing agreements to eventually enable on-dock double-stack of high cube containers.

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System Preservation

Agency	Document	Year	Strategy
OIPI	Virginia Multimodal Freight Plan	2013	Increase investment in railroad maintenance deficiencies to preserve rail network quality and access to shippers.
DRPT	Virginia Statewide Rail Plan	2013	Ensure that passenger rail equipment and station structures are maintained/replaced as needed to sustain a good state of repair.
DRPT	Virginia Statewide Rail Plan	2013	Reduce highway maintenance requirements by supporting the diversion of freight from truck to rail.
MDOT	Maryland Rail Plan	2015	Continue providing information and support to Amtrak and FRA as they continue efforts to bring the Northeast Corridor to a state of good repair.

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Environment

Agency	Document	Year	Strategy
OIPI	Virginia Multimodal Freight Plan	2013	Work with railroads to accelerate progress towards reducing locomotive idling.
DRPT	Virginia Statewide Rail Plan	2013	Support environmental stewardship through reduction of air emissions by congestion reduction and modal shift.
MDOT	Maryland Rail Plan	2015	Work with governments and private stakeholders to identify implementable emissions-reduction and energy-saving strategies and to encourage shifts to modes that are more energy efficient and contribute less to pollutant and greenhouse gas emissions.

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Mode Shift and Intermodalism

Agency	Document	Year	Strategy
MDOT	Maryland Statewide Freight Plan	2009	Utilize existing and new rail capacity to encourage shift of freight from highway to rail.
MDOT	Maryland Statewide Freight Plan	2009	Increase rail-truck transloads.
OIPI	Virginia Multimodal Freight Plan	2013	Increase funding for projects and programs that incentivize cargo shift from truck to rail or barge (e.g., rail operations, waterway shipping), especially to key economic drivers such as the Port of Virginia.
OIPI	Virginia Multimodal Freight Plan	2013	Improve rail access to Virginia's ports to enhance competitiveness and market reach.
OIPI	Virginia Multimodal Freight Plan	2013	Make investments in freight rail infrastructure ranked by the corridors with greatest truck delay at locations conducive to intermodal service.
DRPT	Virginia Statewide Rail Plan	2013	Reduce highway maintenance requirements by supporting the diversion of freight from truck to rail.
DRPT	Virginia Statewide Rail Plan	2013	Improve the efficiency of intermodal freight rail service by helping to enable intermodal corridors within Virginia or on which Virginia shippers rely to accommodate double stack intermodal trains.
DRPT	Virginia Statewide Rail Plan	2013	Divert traffic from highway to rail by improving the reliability and speed of both freight and passenger services by improving capacity on key corridors.
MDOT	Maryland Rail Plan	2015	Work with governments and private stakeholders to identify implementable emissions-reduction and energy-saving strategies and to encourage shifts to modes that are more energy efficient and contribute less to pollutant and greenhouse gas emissions.

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Mode Shift and Intermodalism

Agency	Document	Year	Strategy
MDOT	Maryland Rail Plan	2015	Improve intermodal connections for rail to ports (Baltimore, Salisbury); support intermodal transfer facilities, encourage land use decisions for access to multimodal options; encourage transloading by businesses with excess capacity for off-rail customers; increase connectivity with other modes (MTA commuter bus, core bus, metro, light rail, paratransit, bike/pedestrian, Locally Operated Transit (LOT), WMATA).

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Land Use

Agency	Document	Year	Strategy
MDOT	Maryland Statewide Freight Plan	2009	Incorporate “goods movement activity grandfather” clause into real estate purchase contracts or development agreements.
OIPI	Virginia Multimodal Freight Plan	2013	Coordinate with local and regional planners to synchronize freight related land use/development and transportation decisions (e.g., appropriate highway and rail access to sites).
OIPI	Virginia Multimodal Freight Plan	2013	Preserve intact linear corridors (e.g., abandoned or underutilized rail lines) for future freight use.
DDOT	District of Columbia Freight Plan	2014	Preserve and enhance rail throughput in the District of Columbia by preventing encroachment and coordinating expansion and preservation activities.
MDOT	Maryland Rail Plan	2015	Identify ample locations for freight expansion through regional industrial master planning and clustering of freight activities with transportation facilities; coordinate with local governments’ comprehensive plans; mediate concerns (suburban residential threatened by freight encroachment/urban freight threatened by residential encroachment); incorporate goods movement activity grandfather clause into real estate purchase contracts or development agreements; further implement Transit-Oriented Development (TOD) zones and state and local “tools” for TOD implementation.
MDOT	Maryland Rail Plan	2015	Improve intermodal connections for rail to ports (Baltimore, Salisbury); support intermodal transfer facilities, encourage land use decisions for access to multimodal options; encourage transloading by businesses with excess capacity for off-rail customers; increase connectivity with other modes (MTA commuter bus, core bus, metro, light rail, paratransit, bike/pedestrian, Locally Operated Transit (LOT), WMATA).