

Maryland Statewide Rail Plan

Public Outreach Materials
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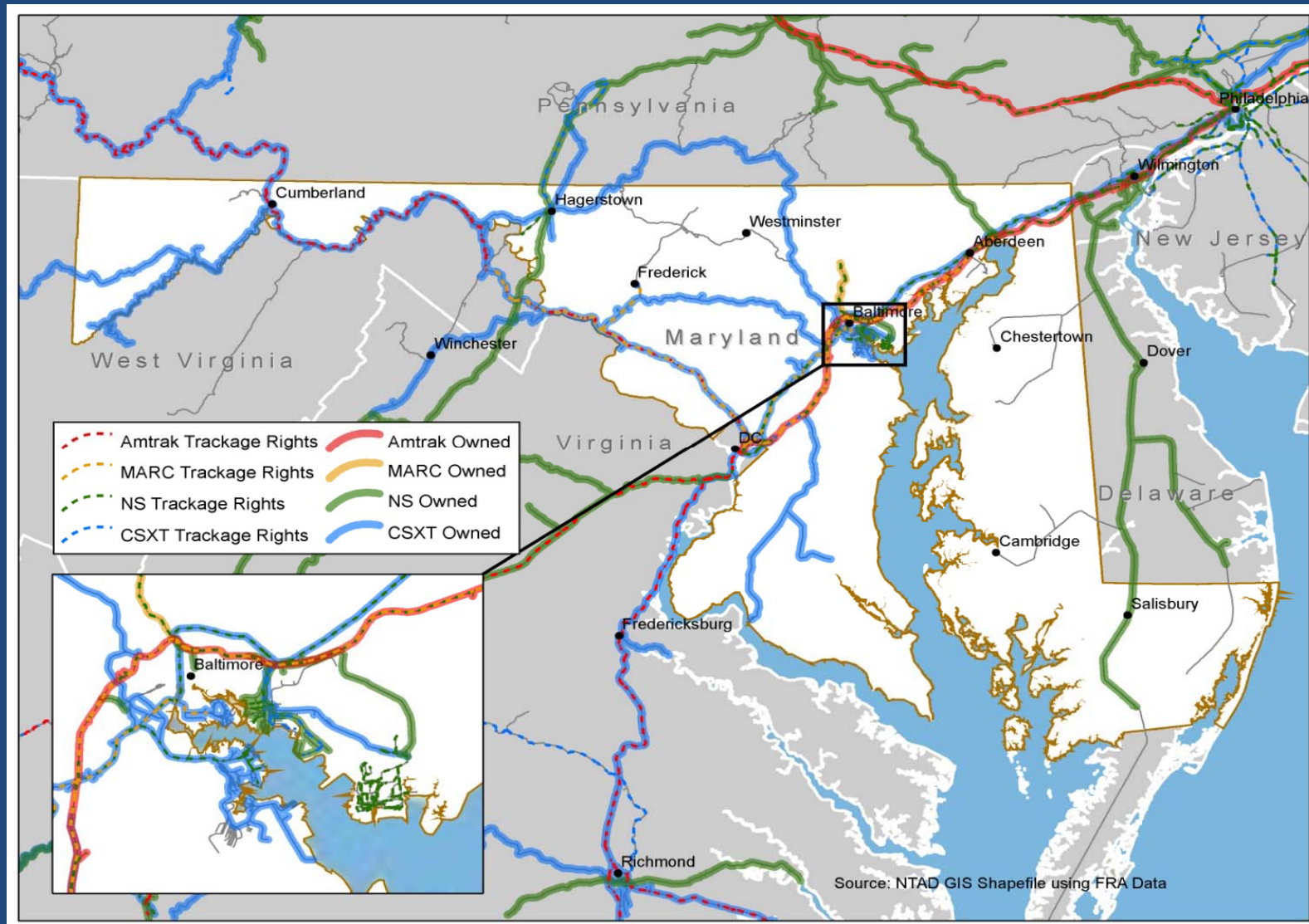
Why do a Rail Plan?

- Statewide Rail Plans are required under the Passenger Rail Investment and Improvement Act (PRIIA).
- PRIIA also requires the inclusion of projects in rail plans for federal funding eligibility.
- MDOT has a number of rail initiatives; a rail plan helps to coordinate, prioritize and plan for implementation.

PRIIA 2008

- Passed in 2008, PRIIA required the following for state rail plans:
 - Designate a State rail transportation authority that will:
 - Develop Statewide rail plans to set policy involving **freight and passenger** rail transportation within their boundaries;
 - Establish priorities and implementation strategies to enhance rail service in the public interest;
 - Serve as the basis for Federal and State rail investments within the State [§303].
 - State rail plans are to address a broad spectrum of issues, including:
 - Inventory of the existing rail transportation system, rail services and facilities within the State;
 - An explanation of the State's passenger rail service objectives;
 - an analysis of rail's transportation, economic, and environmental impacts in the State; and
 - a long-range investment program for current and future freight and passenger infrastructure in the State.
 - The plans are to be coordinated with other State transportation planning programs and clarify long-term service and investment needs and requirements. US DOT is to establish minimum standards for the preparation and periodic revision of State rail plans.

Amtrak and Class I Railroads in MD



Class III Railroads in MD

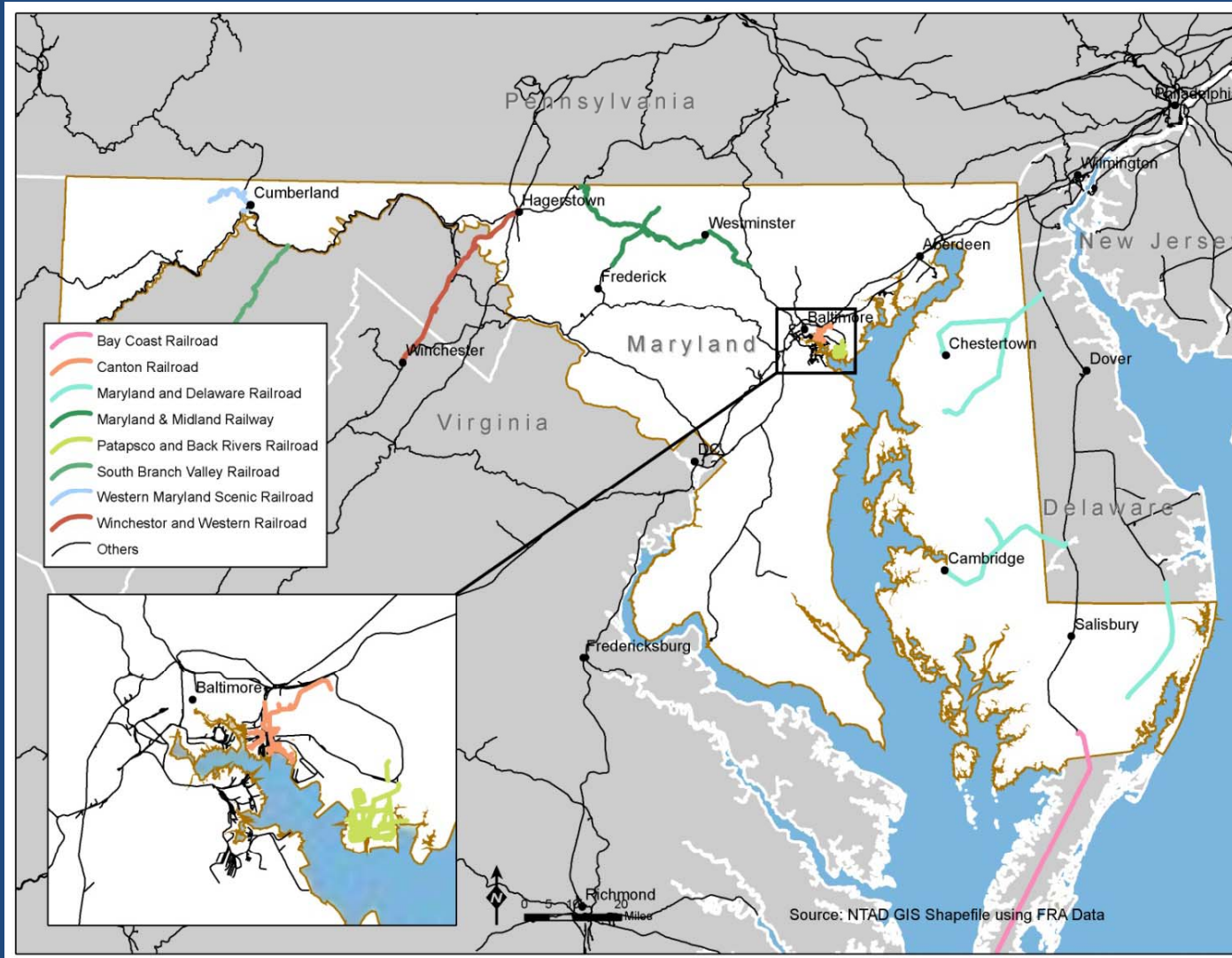
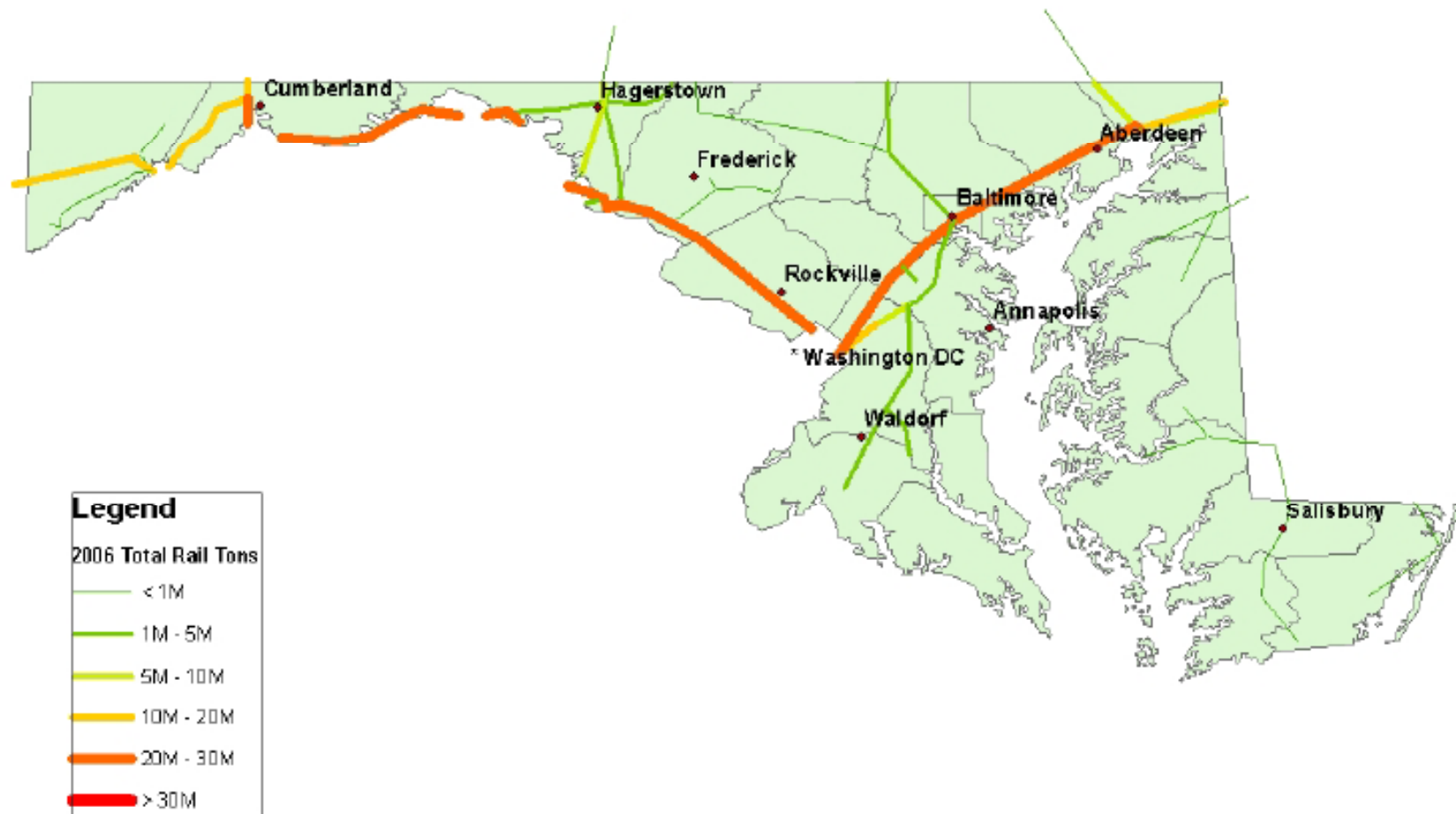
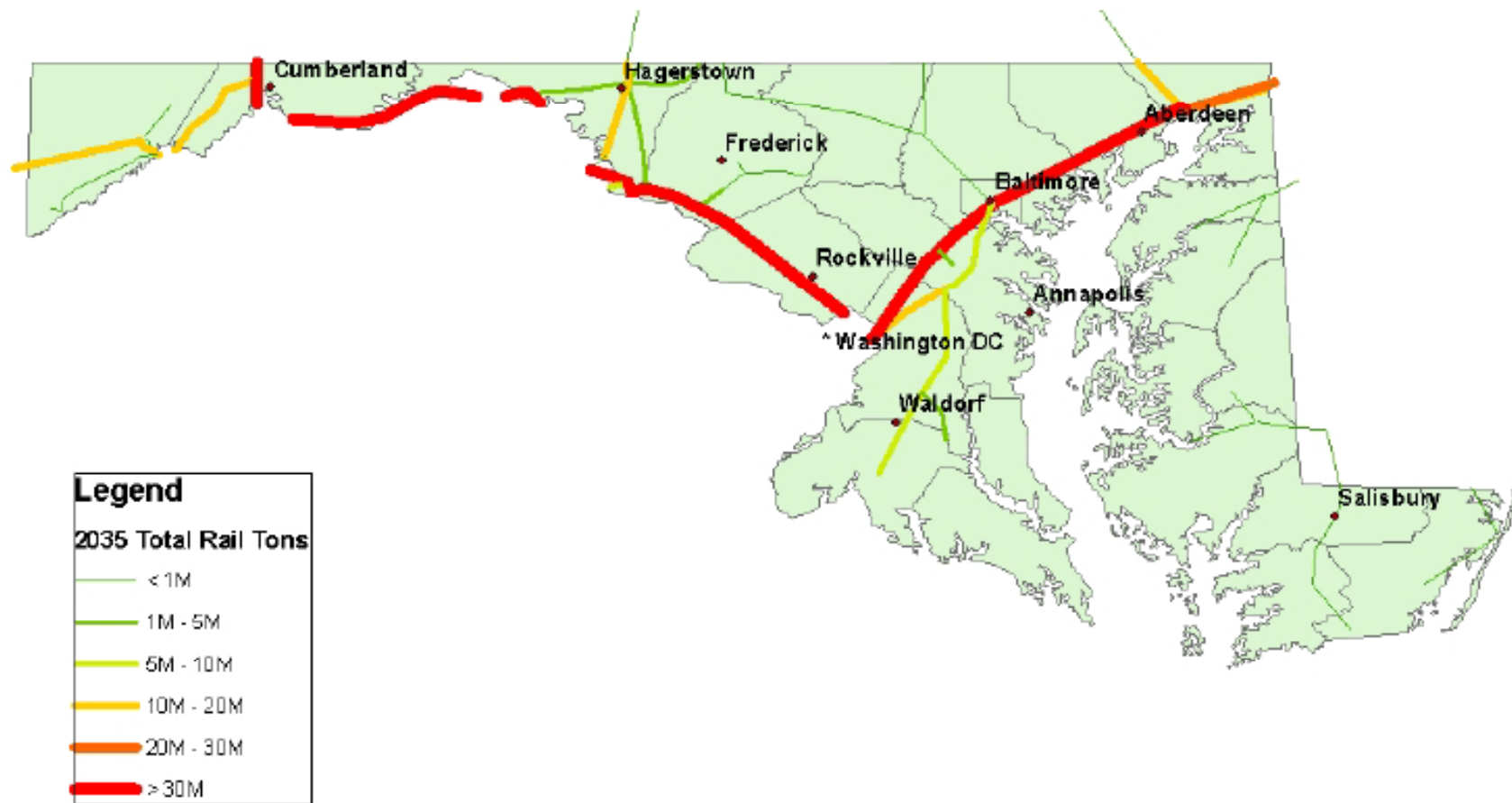


Figure 4.10 Total Rail Tonnage
2006



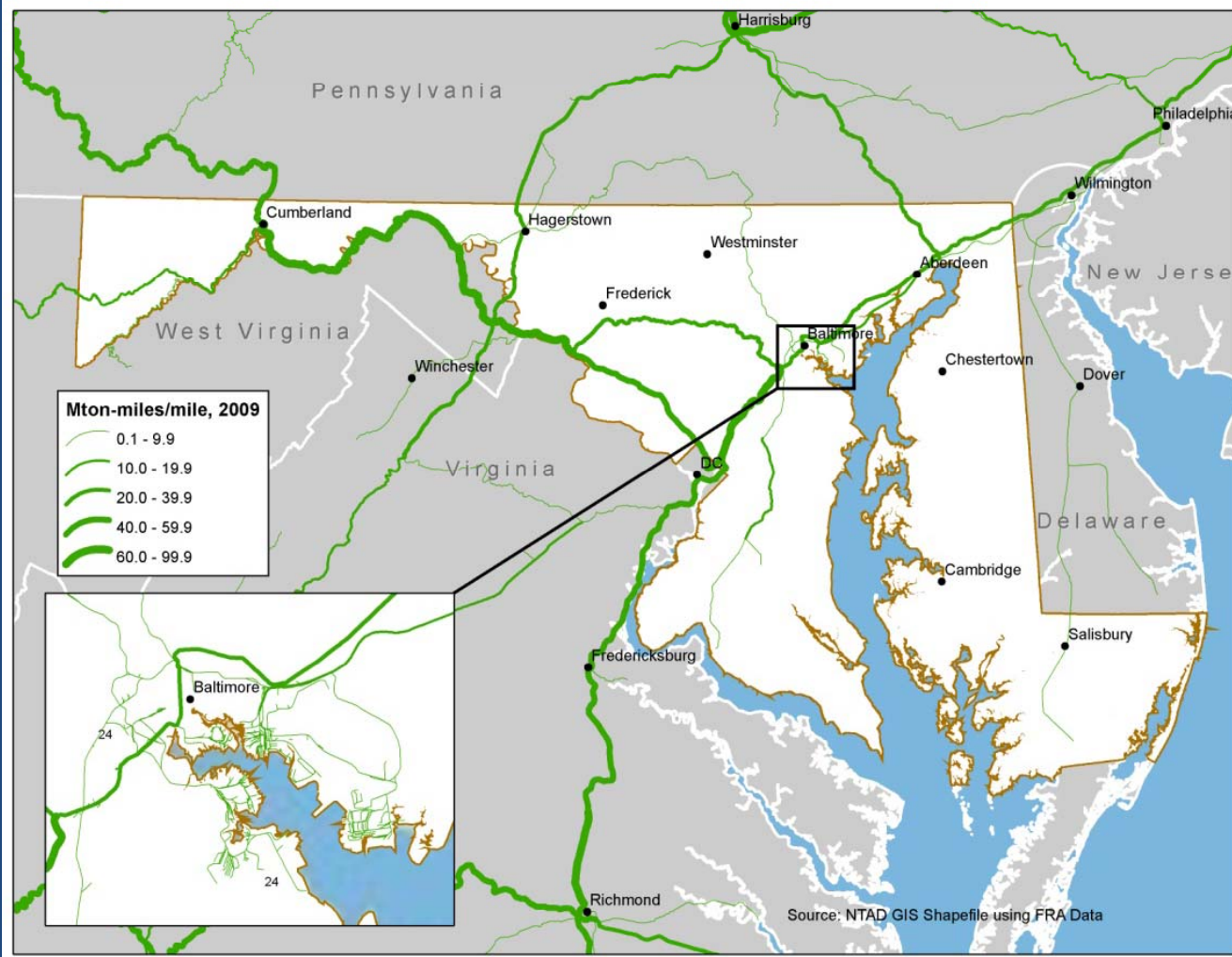
Source: 2003 TRANSEARCH® Insight, forecast update to 2006 by Cambridge Systematics, Inc.

Figure 4.11 Total Rail Tonnage
2035

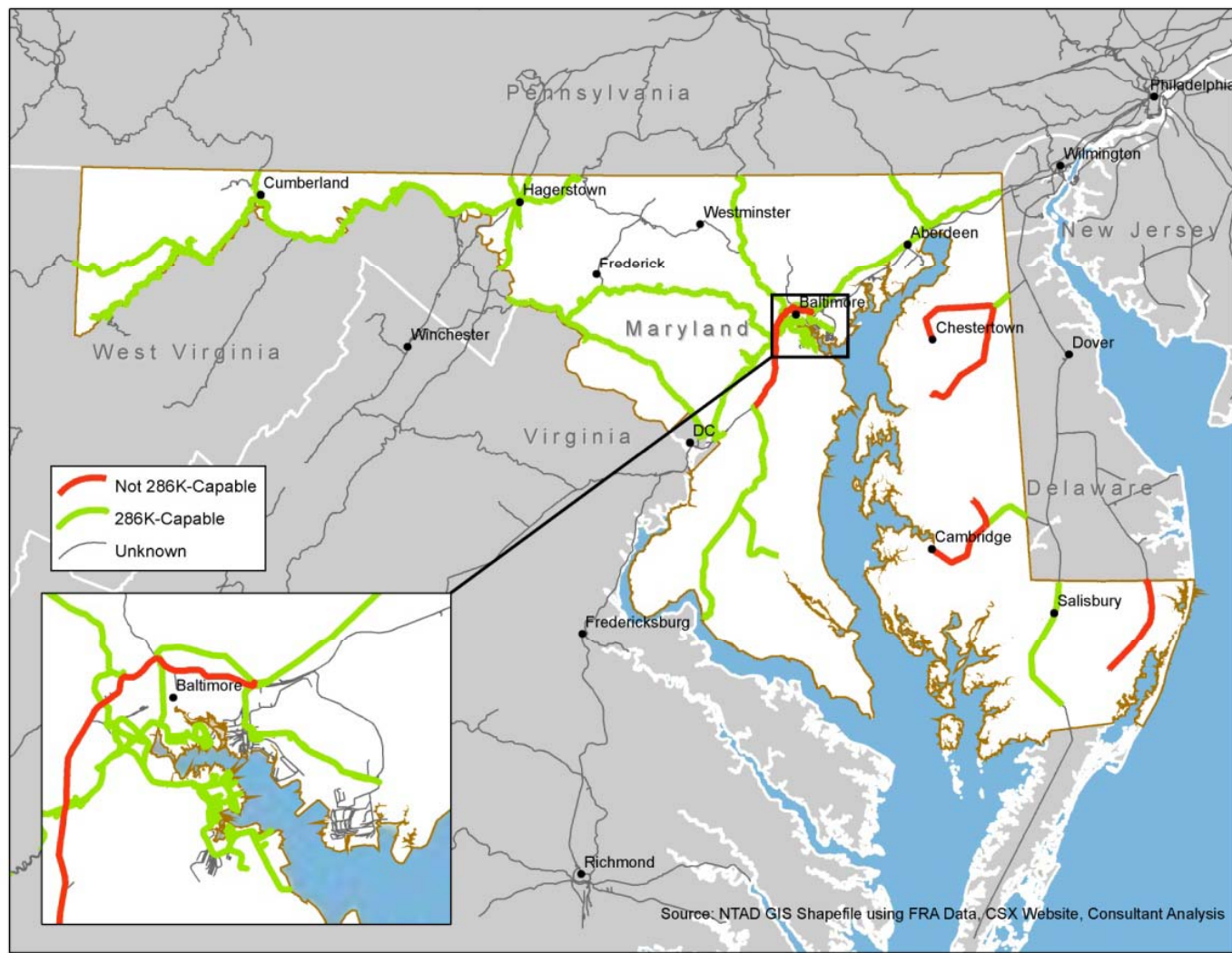


Source: 2003 TRANSEARCH® Insight, forecast update to 2006 by Cambridge Systematics, Inc.

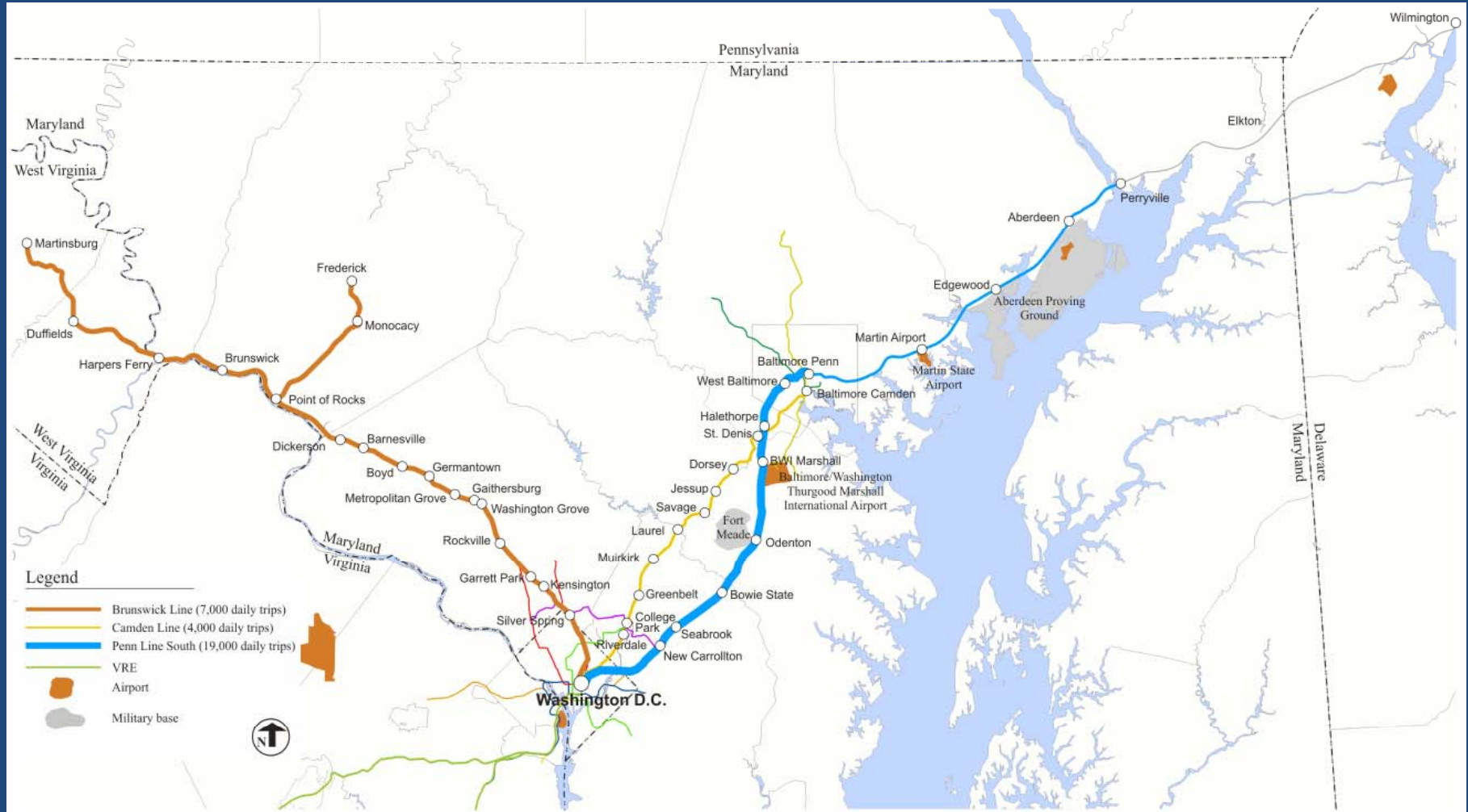
Class I Freight Densities



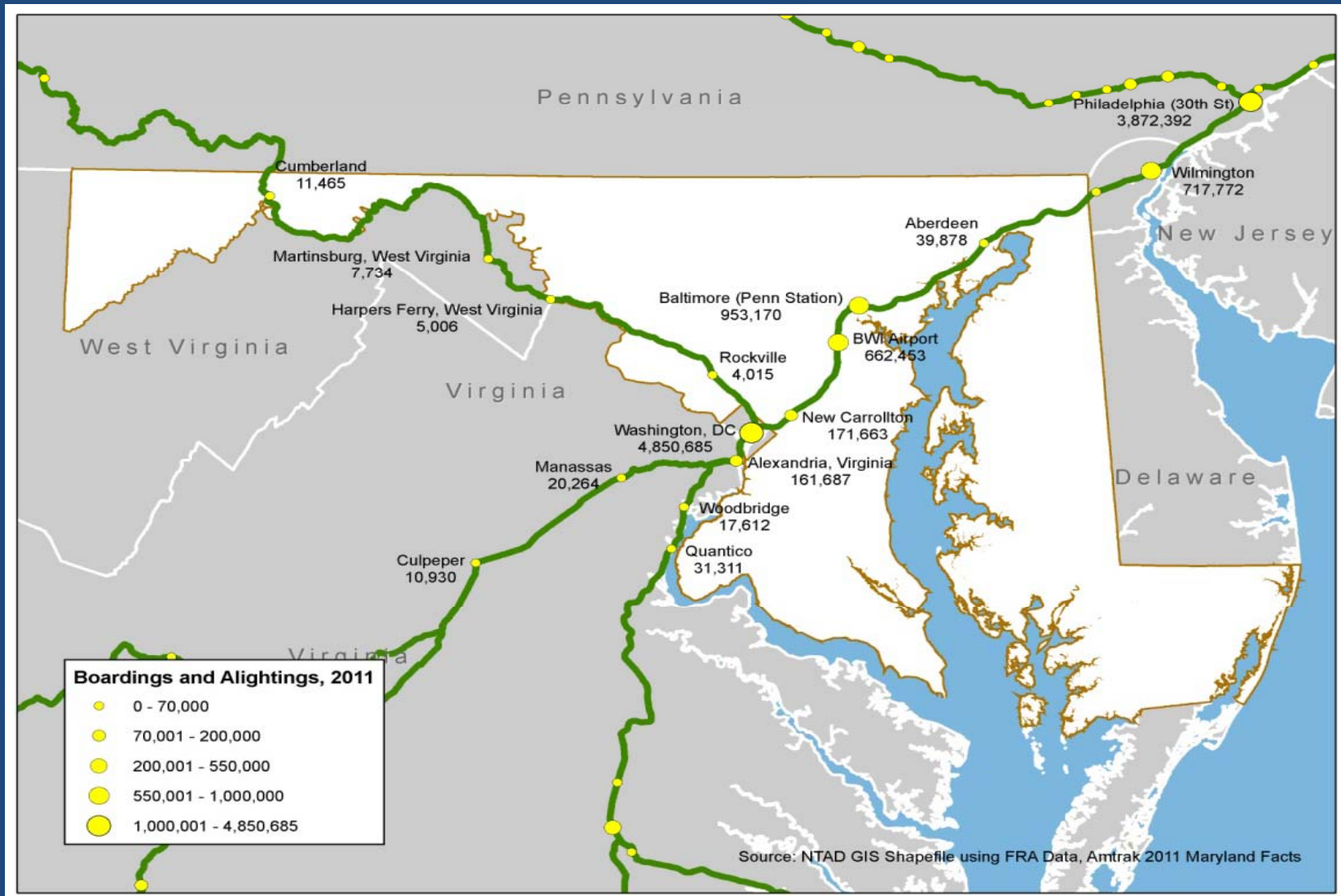
286K Capacity in MD



MARC System and Traffic Level



Amtrak Boardings and Alightings



Rail Plan Goals

- **Quality of Service** – Potential for rail projects to reduce delay and increase reliability.
- **Safety and Security** – Potential for rail projects to improve safety and security opportunities such as reduced grade crossings or modal conflicts and opportunities to protect the public from terrorist events.
- **System Preservation and Performance** – Potential for rail projects to preserve existing assets and maximize the efficient use of resources and infrastructure.
- **Environmental Stewardship** – Potential for rail to reduce air and water pollution and encourage stronger coordination of transportation and land use.
- **Connectivity for Freight or Passenger Mobility** – Freight rail projects that enhance connectivity between freight modes and/or improve access to clusters of freight-intensive industries; or passenger rail projects that enhance connectivity between modes and improve access to activity centers.

Evaluation Criteria for Rail Projects

Criteria	Weighting	Description
Quality of Service	25 %	Potential for the project to reduce delay and increase reliability
Safety and Security	20 %	Potential for the project to lower truck-auto crash exposure and/or to protect the public from terrorist events
System Preservation and Performance	25 %	Potential for the project to preserve existing assets and maximize the efficient use of resources and infrastructure
Environmental Stewardship	10 %	Potential for the project to reduce air and water pollution and encourage better coordination of transportation and land use
Connectivity for Freight or Passenger Mobility	20 %	Potential for the project to enhance connectivity between freight modes and/or improve access to clusters of freight-intensive industries; or for passenger projects the ability to enhance connectivity between modes and improve access to activity centers

Current Projects

- HSIPR (B&P Tunnel, Susquehanna, BWI)
- Freight
 - Intermodal/National Gateway
 - Canton
 - Short Lines
- Transit Oriented Development
- NEC Commission
- NEC Futures (EIS)
- MARC
 - Rail Yard



Long Range Projects

- Double Stack options
- NEC Future/Amtrak 2030

To Review and Comment:

- www.mdot.state.md.us
- E-mail: nkatsikides@mdot.state.md.us for notices.
- Rail Plan should be active in January 2013 for review.