

Presentation to the
National Capital Region Transportation Planning Board
Freight Subcommittee

July 7, 2011



Baltimore-Washington Rail Intermodal Facility



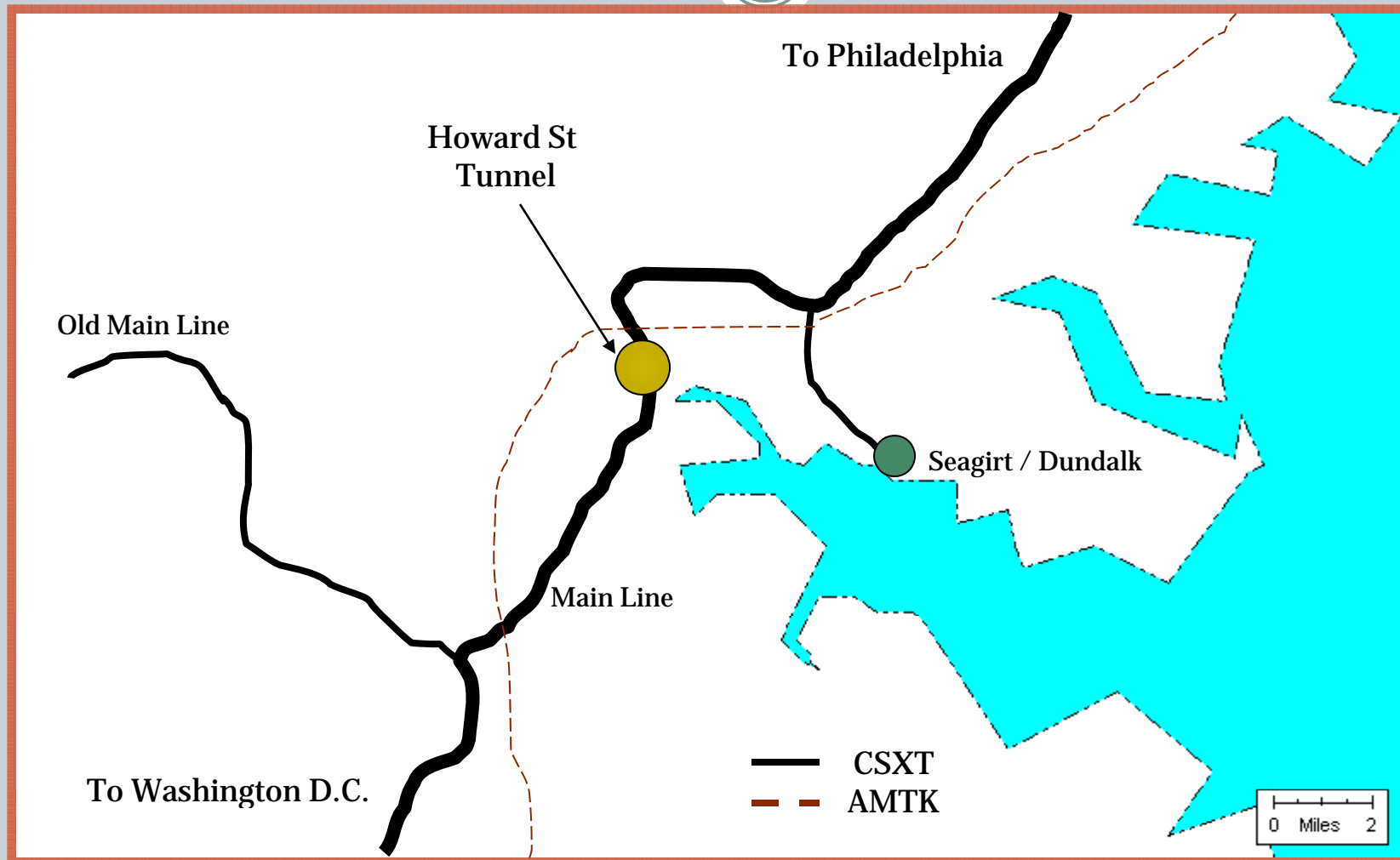
Maryland Department of Transportation

PRESENTATION OVERVIEW



- **New Rail Intermodal Facility in Maryland**
- **Site Selection/NEPA Process**
- **Next Steps**

CSX Intermodal Network in Baltimore Area



Why Does Maryland Need a New Intermodal Facility?



- Allows the State to meet growing freight demands
- Without a new intermodal facility, Maryland cannot access the double-stack network
 - Like a highway with no exit ramps
- Creates economic growth and jobs
- Supports planned expansion and growth at the Port of Baltimore



Site Selection/NEPA Process



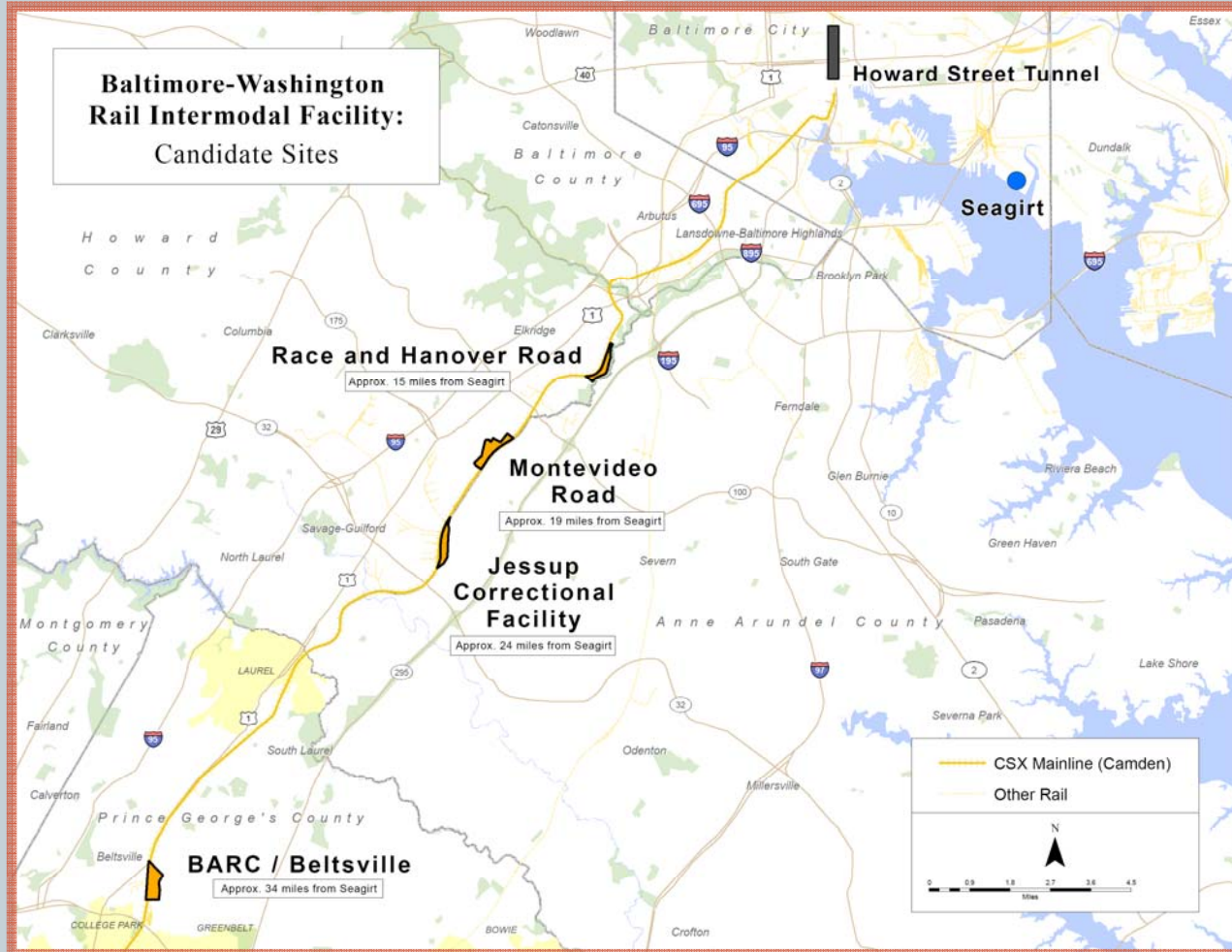
- **CSX and MDOT are working together to identify a site for the new intermodal facility**
- **The National Environmental Policy Act (NEPA) will govern the site selection process**
 - Environmental impacts to be studied and weighed against the project's purpose and need.
- **With guidance from the Federal Railroad Administration and Federal Highway Administration, CSX and MDOT developed functional criteria to screen and identify candidate sites**

Functional Criteria

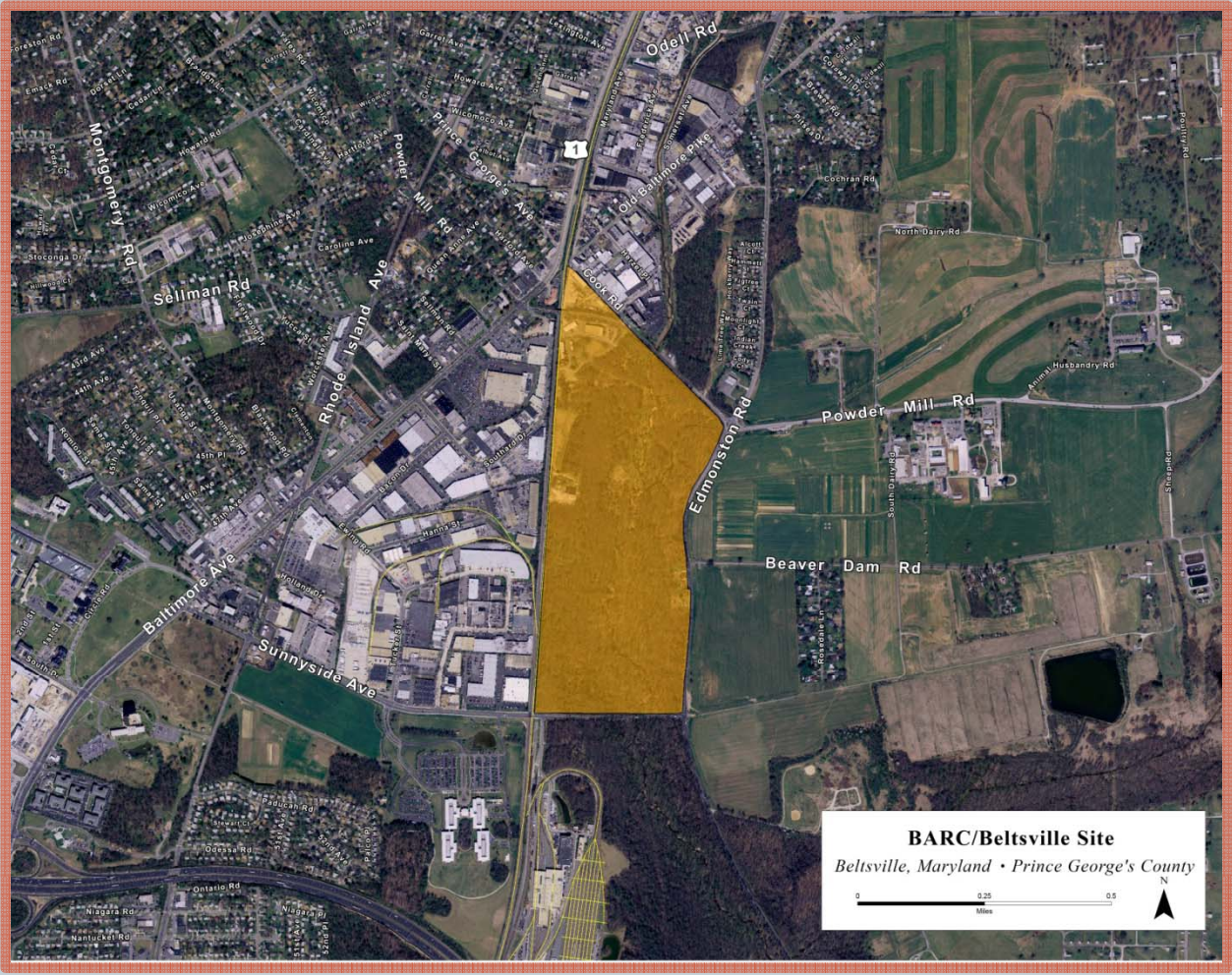


- Located South of the Howard Street Tunnel
 - At least 70 Contiguous Acres of Usable Land for the Facility
 - Proximity and Accessibility to a Major Highway
 - Required Shape and Configuration
 - Located Adjacent to the CSX Mainline (Camden Line)
- In order for a candidate site to be retained for further consideration, it must meet all five functional criteria
 - Based on the initial screening, four candidate sites were identified in:
 - ✦ Beltsville (Prince George's County)
 - ✦ Hanover (Howard County)
 - ✦ Jessup (Anne Arundel County)
 - ✦ Montevideo (Howard County)

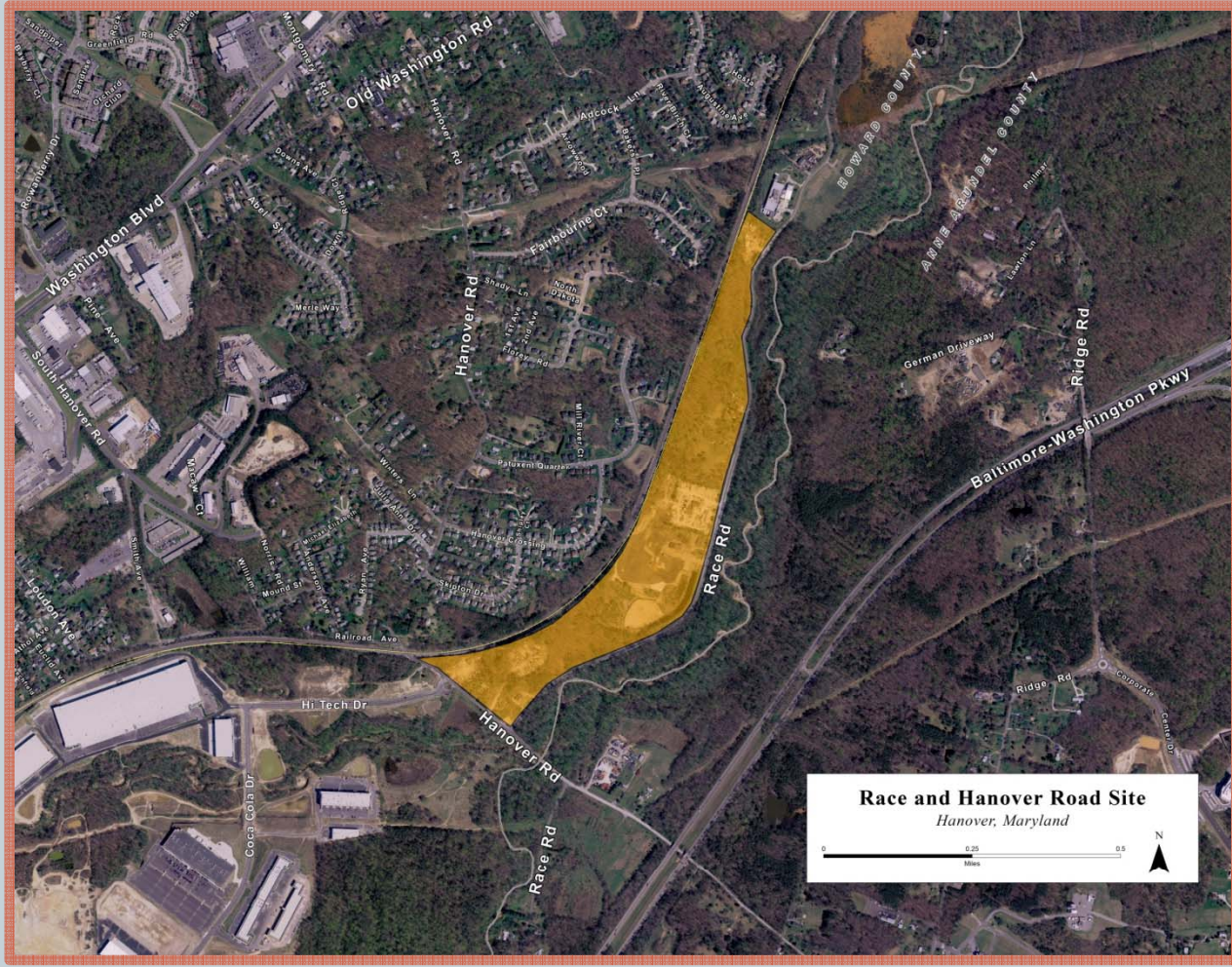
Four Candidate Sites



Beltsville Site



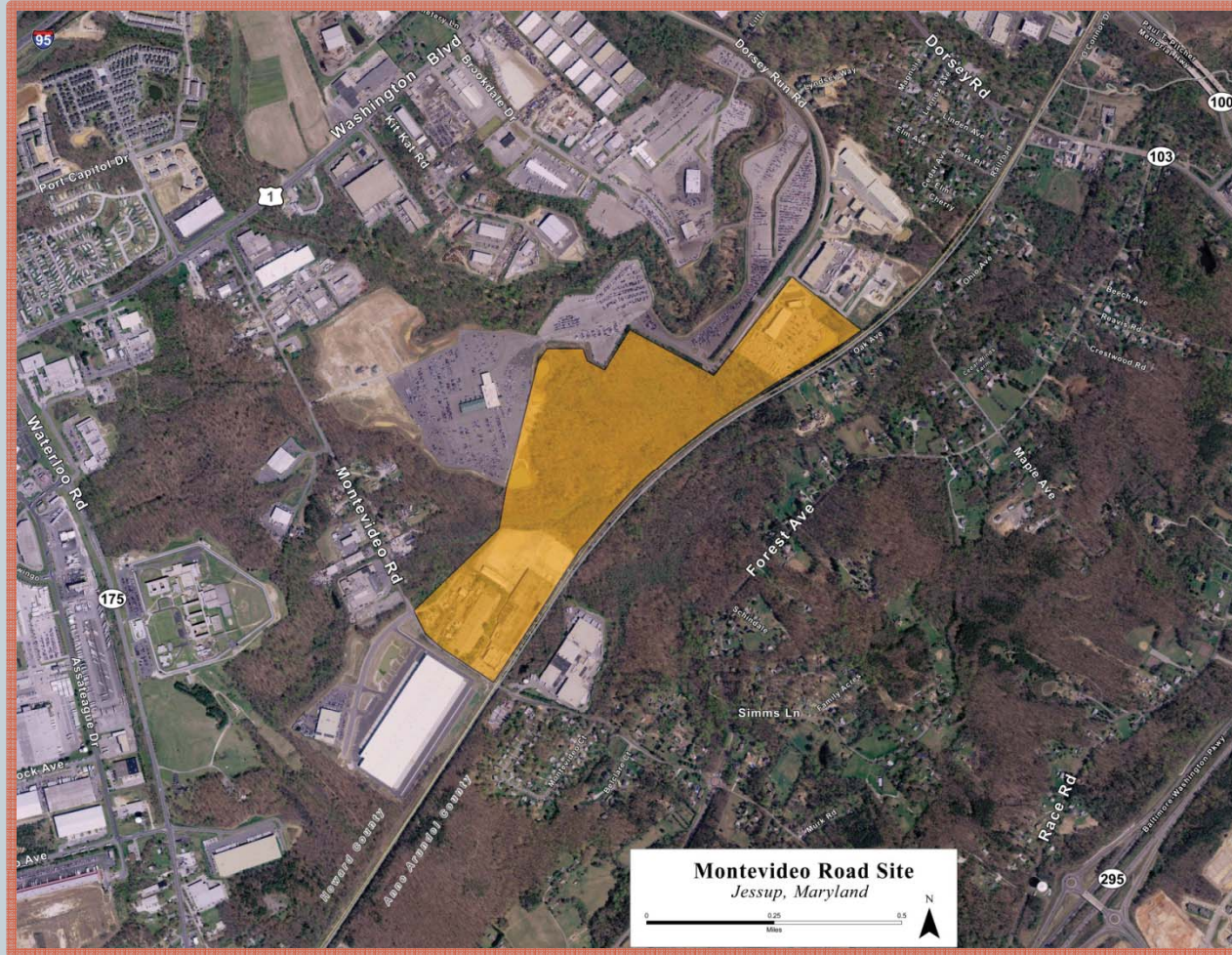
Hanover Site



Jessup Site



Montevideo Site



Environmental and Community Considerations



	BARC/Beltsville Site	Jessup Correctional Facility	Montevideo Road	Race and Hanover Road
FUNCTIONAL CRITERIA				
South of Howard St Tunnel	Y	Y	Y	Y
70+ Contiguous Acres in Size	Y	Y	Y	Y
Proximity to Major Highway	Y	Y	Y	Y
Configuration/Shape	Y	Y	Y	Y
Adjacent to CSX Mainline	Y	Y	Y	Y
ENVIRONMENTAL AND COMMUNITY CONSIDERATIONS				
Land Use and Community Facilities				
Environmental Justice (Minority and Low-Income Communities)				
Regional/Local Traffic and Transportation				
Air Quality				
Noise and Vibration				
Energy				
Streams and Other Water Bodies				
Wild and Scenic Rivers				
Groundwater, Aquifers, Wells				
Stormwater Runoff				
Wetlands				
Floodplains				
Rare, Threatened and Endangered Species				
Forests				
Coastal Zone Management and Chesapeake Bay Critical Areas				
Parklands				
Visual and Aesthetics				
Historic and Archaeological Resources				
Soils, Geology, Farmland				
Hazardous Materials				
Indirect and Cumulative Effects				
Section 4(f) Resources (e.g. Historic Sites and Public Parks)				
Safety and Security				

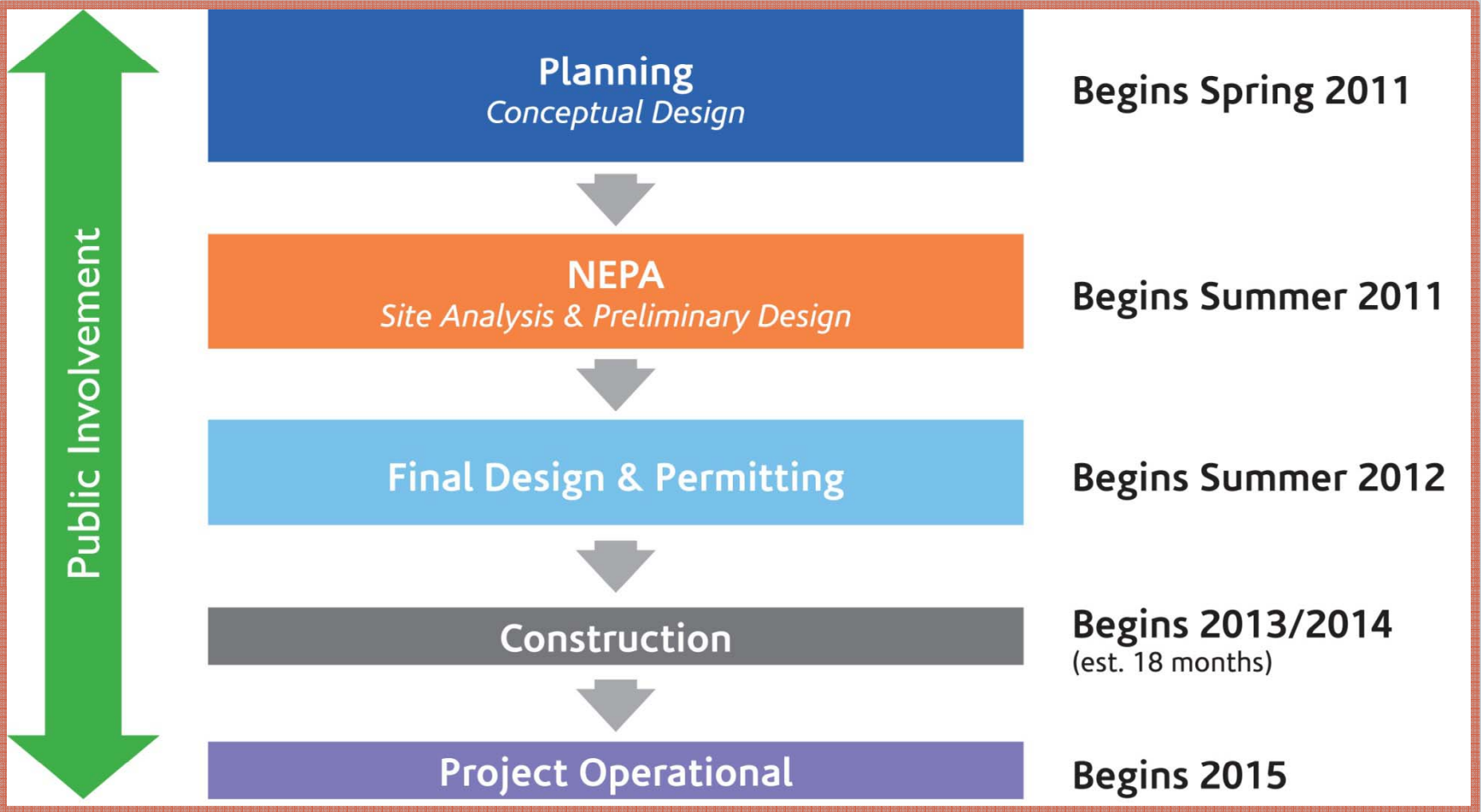
Pending

Commitment to Public Engagement



- MDOT and CSX are committed to engaging the public throughout the development of this project.
- Since the announcement of the four candidate sites, MDOT and CSX have used the following methods of public outreach.
 - Website
 - Postcard
 - Newsletter
 - Public Workshops
 - Email Mailing List
 - Project Email Address and Phone Number

NEXT STEPS



CONCLUSION



- **Learn More and Stay Informed**
 - www.intermodal.maryland.gov
 - intermodal@mdot.maryland.gov
 - 410-684-7056 (Project hotline)
- **Questions?**