

Presentation to the  
**SPC Regional Freight Conference**

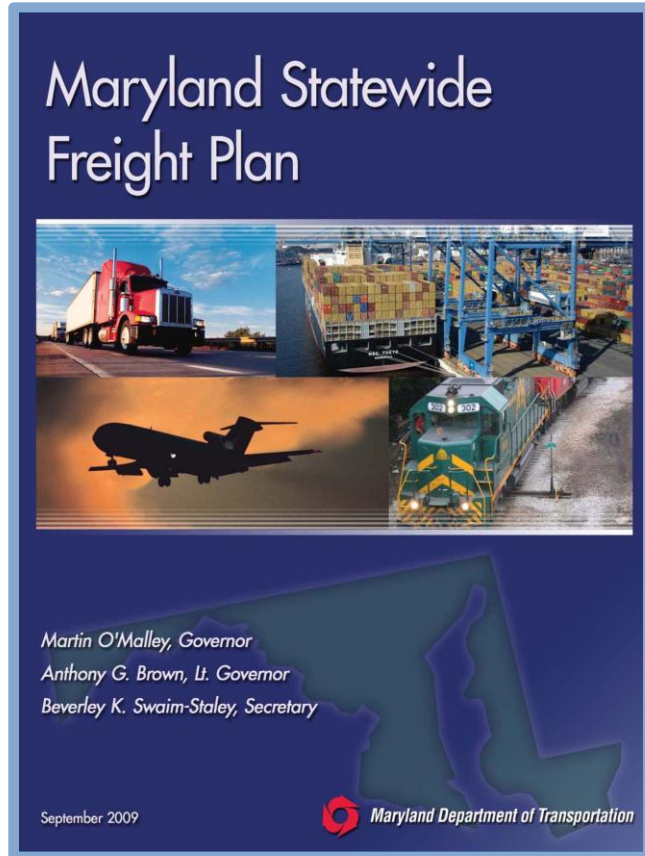
May 21, 2014

**Maryland's Freight  
Planning Efforts**

# Freight Planning Efforts

- Maryland Statewide Freight Plan (2009)
- Strategic Goods Movement Plan (upcoming, 2015)

# Maryland's Statewide Freight Plan



- Published in September 2009
- Comprehensive overview of current and future freight system
- Outlined projects and policies needed to ensure the efficient movement of freight

# Maryland's Freight Network

- Maryland's freight network is fully multimodal
  - Highways (I-95, I-70, I-270, I-81)
  - Rail (CSX, Norfolk Southern, short lines)
  - Airport (BWI Thurgood Marshall)
  - Seaports (Port of Baltimore terminals)
- Network handles current capacity relatively well. However, without investment, future demand will outpace capacity

# Future Demand Factors

- Maryland is the 5<sup>th</sup> most densely populated State
  - 575 people per square mile, U.S. average is 85 people per square mile
- Maryland has highest household income in U.S.
  - Approximately \$70,000
- Baltimore-Washington region= 4<sup>th</sup> largest consumer market in U.S.
- Maryland's population and economy will continue to grow and create additional consumer demand

➤ **Freight will increase by 100 percent by 2035**

# Freight Projects

- The plan identified 138 projects to address freight future demand:
  - Highway Projects- 95 total
  - Rail Projects- 26 total
  - Port Projects- 17 total
- Projects are generally of statewide significance
- Total cost of all projects is \$35 Billion
- Many of the most important projects have moved forward

# Strategic Goods Movement Plan



- Update of 2009 Statewide Freight Plan
- Emphasis on overarching policies and strategy focus

# Why the Change in Approach?

- Some MDOT modes have adopted their own freight plans since 2009
  - Will be bundled with new plan
- Due to MDOT organizational structure, many of MDOT's long-range plans set general policy and the modal administrations carry out the vision
  - MDOT modal agencies generally implement the projects



# Planned Outcomes of SGMP

- Year long planning process will result in new strategic freight plan
- Greater focus on economic development outcomes of freight policy
- Plan will influence future investment and policy decisions

# THANK YOU

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