

Increasing capacity on our nation's transportation system will:

- Unlock Gridlock,
- Generate Jobs,
- Deliver Freight,
- Access Energy,
- Connect Communities

Did you know?

- The amount of freight moved in this country—from milk, toothpaste and toilet paper to sparkplugs, wheat and wind turbines—is expected to double in the next 40 years?
- The Interstate Highway System represents only 4 percent of total miles but carries 70 percent of commercial truck traffic?
- Each of the top ten worst freight-truck bottlenecks cause over one million hours of delay a year?

"Whether you buy locally or ship globally, improved freight mobility is key to minimizing costs, improving competitiveness, and managing the carbon footprint of our goods movement. We can maximize success in achieving those goals by reflecting the needs of the supply chain in our local, state and regional plans and in our public, private and joint investment. The Maryland Statewide Freight Plan represents the experience and vision of a broad coalition of stakeholders. The collaboration and communication must continue in the development of local plans and priorities, in the programming and pursuit of public and private funding, and in the implementation of freight solutions. Under the leadership of Governor O'Malley, the Maryland Department of Transportation will continue to engage the public and stakeholders in the prioritization of projects, update our forecasts and project lists, and work to secure resources from a variety of sources to implement those projects that rise to the top."

—Beverly Swaim-Staley, Maryland Department of Transportation Secretary



Freight Capacity Needs Maryland Statewide Freight Plan

Maryland recently completed a Statewide Freight Plan where we identified over 250 private and public freight projects. These projects collectively equal \$35 billion in cost, but they have the potential to provide significant trip time improvements and decreased logistics costs if implemented. Additionally, we do not ignore the benefit of Transportation Demand Management (TDM) and Transportation System Management (TSM) improvements that can be implemented quickly and save companies in Maryland significant logistics costs.

Gov. Martin O'Malley has expressed Maryland's support for the CSX National Gateway Project and the establishment of a new intermodal facility to help provide double stack operations from Baltimore to points west. This will provide significant benefits to the region in terms of congestion reduction and lower logistics costs.

Maryland is also supporting the Chesapeake Connector to provide Norfolk Southern (NS) with a better access opportunity to the Northeast Corridor (NEC) from the Port Road line to the Port of Baltimore. This will help improve NS moving north and south on the NEC.

Additionally, Maryland received \$70 million from the High Speed Inter-City Passenger Rail program to improve the NEC including the Baltimore & Potomac tunnel, and station replacement and adding track at the BWI-Thurgood Marshall Amtrak Station. Passenger rail improvements will provide capacity improvements that will benefit freight as well.

Last year's announcement by Gov. O'Malley of the Public-Private Partnership (P3) at the Port of Baltimore will accommodate Post-Panamax ships. Potential Marine Highway opportunities to move goods by barge will further increase the efficient movement of goods in and out of the Port.