



MULTIMODAL FREIGHT PROJECTS

MARYLAND DEPARTMENT OF TRANSPORTATION

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Maryland's transportation system is essential to the State's economy. An efficient transportation system provides a competitive advantage to businesses in a regional, national and global marketplace. Transportation directly impacts the viability of a region as a place that people want to live, work and raise families, all critical to keep Maryland moving.

Maryland's economy benefits when goods movement is safe, efficient, and reliable over the State's freight network. The COVID-19 global pandemic and the tragic collapse of the Francis Scott Key bridge illustrated the importance of maintaining the critical supply chain network, to keep goods moving and on the shelves, to ensure everyone has access to essential needs, and for our frontline workers who need essential supplies. The Maryland Department of Transportation (MDOT) continues to prioritize its freight infrastructure to ensure that the network of highways, railways, waterways, and airports are ready to handle the current freight movement and the anticipated growth of goods movement.

The MDOT keeps Maryland moving, by implementing multimodal freight mobility solutions, advancing supply chains through transportation and technology improvements, and expanding freight transportation options throughout the State. Investing in freight related projects will help improve transportation and logistics for over 82,000 freight industry businesses to continue to employ about 1.5 million people and contribute more than \$123 billion annually to the State's economy. Annually, Maryland's freight system moves in excess of 305 million tons of freight, valued at \$390 billion. From 2022 to 2050, freight moved annually in Maryland by trucks is expected to increase 54 percent by weight and 98 percent by value (inflation-adjusted dollars).

How is Maryland accommodating goods movement today?

The MDOT is advancing multiple plans and programs which include freight projects in various stages of development from concept to construction. These projects include highway, port, air and rail improvements, maintenance, capacity expansion, and operational

projects such as Intelligent Transportation Systems (ITS) and Transportation System Management Operations (TSMO) applications. The highway projects help improve safety, protect roadways from truck damage, improve access and mobility for freight vehicles, and help increase safe havens for truck drivers to obtain required rest. Investments in landside improvements and harbor dredging at the Port of Baltimore keep the inbound and outbound supply chains flowing. Partnerships with short line, switching, and Class I railroads are beneficial for increasing capacity and improving operations to provide alternatives for Maryland shippers. Major rail tunnel and rail bridge projects along the Amtrak Northeast Corridor will not only improve travel for passengers but also unlock freight bottlenecks for Class One railroad freight traffic.

Public Partnerships and Megaprojects Propel Movement of Goods into the Future

The Port of Baltimore is fully back open to business and past and future investments will continue to make intermodal transportation crucial to the economic vitality of Maryland. The Port and the entire supply chain network will continue to benefit from key partnerships with the private sector that support essential goods movement. The Public Private Partnership (P3) agreement with Ports America Chesapeake continues to solidify the Port's position as Maryland's economic engine. The re-construction of the Francis Scott Key Bridge will restore the critical travel and goods movement link to and from the Port and beyond.

To accommodate the increasing number of ultra-large container vessels calling on the Port, Ports America Chesapeake and the MPA completed Seagirt Berth 3 Modernization P3 project in August 2023; adding a second 50-foot-deep berth and installing four new Neo-Panamax container cranes, additional yard equipment and dredging to widen the entrance channel and turning basin. Upgrades to the terminal infrastructure, hardware, and cargo handling equipment are also planned to service the larger vessels. The Berth 3 Modernization project was made possible in part by a \$6.6 million grant from the USDOT Better Utilizing Investments to Leverage Development (BUILD) Grant program. In the past year, Ports America Chesapeake has added 15 new RTG's into service, resulting in a 3-minute reduction of transaction times since June 2023, and helping achieve an average import delivery rate of 1,370 per day as compared to 1,253 a day previously. They have also completed improvements to their inbound lanes on Broening Highway, increasing their available lanes by 40 percent; improving efficiencies and allowing for single stop transactions.

Together, with support from USDOT and CSX Transportation, the Maryland Port Administration heads towards substantial completion of the 130-year-old Howard Street Tunnel and improving the vertical clearance at 22 bridges between Baltimore and Philadelphia to create a double-stack rail corridor to and from the Port of Baltimore and the entire East Coast. This project unlocks immeasurable potential for Maryland's freight rail network and increases Baltimore's already well-positioned reach into the American heartland.

In 2026, MDOT will continue efforts towards the establishment of a Public Private Partnership (P3) for the long-term operations, maintenance, and state of good repair of the state-owned freight railroad lines on the Eastern Shore. This partnership will increase opportunities for job growth and economic growth for Eastern Shore Counties and the rail-depending customers along these lines.

In 2026, MDOT will initiate an update to the Maryland Statewide Freight Plan that contains specific policy recommendations and provides guidance for development of freight programs at the Port, on rails, highways, and in the air. MDOT will partner with carriers, shippers, and freight network users to implement the plan strategies so they continue to work for the entire transportation system and the state as a whole. The Plan is a statewide guide for selecting multimodal transportation projects that impact freight. This is important for State funding priorities and to help Maryland's ability to meet the national freight goals and requirements established in federal surface transportation authorizations. The Freight Plan vision is that "Freight travels freely and safely through a modern, resilient, and interconnected multimodal network contributing to sustainable economic viability and growth for Maryland businesses and communities." We continue to work with our State Freight Advisory Committee to ensure that we partner with all our stakeholders on freight projects, policies and programs.

The CTP includes \$5 million, over 5 years, for the first ever Maryland Statewide Rail Grant Program. Rail transportation continues to be a safe and environmentally friendly way to move freight in Maryland. The grant program offers state grant assistance to local jurisdictions, railroads, businesses and commercial interests, and other key agencies to help preserve railroad corridors, support economic development, and foster sustainability and innovative technologies. Projects supported by the initial round of awards will

support rail rehabilitation, resilience efforts, corridor preservation and improvements for rail-served businesses.

In addition to these efforts, the MDOT is working to plan and design technological improvements that support emerging freight innovations, which will support Maryland's position in the global economy. Deployment of ITS and TSMO applications will leverage big data to send important safety, routing and connection information to freight vehicles, as well as inform on truck parking availability. MDOT is working to create a technology ecosystem today and in the future that will ensure safe, efficient, and connected freight mobility. As part of this, MDOT has begun development of connected-vehicle data driven dashboards to monitor freight mobility and truck parking, which can be used in TSMO applications to improve system operations.

The list below highlights projects that have significant freight impacts and are funded for planning, design, and construction activities in the Consolidated Transportation Program, for approximately \$2.3 billion. The list also identifies costs for Port projects by marine terminal and costs for highway and rail freight related projects in each county. Additional information on individual projects can be found under the respective sections later in this document.

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(\$ in 000's)

<u>PROJECT NAME</u>	<u>SIX YEAR TOTAL</u>
<u>Maryland Port Administration</u>	
Dredged Material Placement and Monitoring	\$ 59,378
Chrome Ore Processing Residue Remediation (COPR)	\$ 34,943
Cox Creek Dredged Material Containment Facility Expansion and Related Projects	\$ 67,341
Howard Street Tunnel Project	\$ 250,857
Seagirt Marine Terminal Modernization - Loop Channel Improvements	\$ 9,406
Mid-Chesapeake Bay Island Ecosystem Restoration Project	\$ 284,652
Paul S. Sarbanes Ecosystem Restoration Project at Poplar Island	\$ 47,984
Masonville Dredged Material Containment Facility Expansion and Related Projects	\$ 64,035
Dundalk Marine Terminal Resiliency and Flood Mitigation	\$ 62,074
Port of Baltimore Rail Capacity Modernization Project	\$ 22,400
Fairfield Marine Terminal Pier 4 Reconstruction	\$ 1,171
Reduced Emission Locomotives for CSX Curtis Bay Yard	\$ 23,169
Hart-Miller Island Related Projects	\$ 13,636
<u>Maryland Transit Administration</u>	
Freight Rail Program	\$ 11,478
Frederick Douglass Tunnel	\$ 252,042
FRT Warner Street Highway Rail Grade Crossing	\$ 1,779
MARC NEC Susquehanna River Bridge Replacement	\$ 27,025
<u>Maryland Transportation Authority</u>	
I-95 John F. Kennedy Memorial Highway - Construct Interchange at Belvidere Road	\$ 33,434
US 301 Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge - Replace Nice/Middleton Bridge	\$ 2,421
I-95 John F. Kennedy Memorial Highway - Express Toll Lanes (ETL) Northern Extension	\$ 287,479
<u>State Highway Administration</u>	
ALLEGANY	
I-68 Cumberland Viaduct - Bridge deck replacement and bridge rehabilitation	\$ 3,264

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<u>PROJECT NAME</u>	<u>SIX YEAR TOTAL</u>
<u>State Highway Administration (cont'd)</u>	
ANNE ARUNDEL	
MD 175, Annapolis Road; from Sellner Road/Race Road to McCarron Court (MD 295 Interchange)	\$ 28,617
I-97; US 50 to MD 32 - Safety and mobility improvements	\$ 95,551
BALTIMORE COUNTY	
I-695, Baltimore Beltway, Bridge on Putty Hill Avenue	\$ 23,291
I-695, Baltimore Beltway, US 40 to MD 144 - Widening	\$ 36
I-695, Baltimore Beltway, Traffic Management	\$ 85,864
I-695, Baltimore Beltway - Interchange reconstruction at I-70	\$ -
I-95 and I-695, Baltimore Beltway - Bridge deck overlays at I-95/I-695 Interchange	\$ 160
FREDERICK	
US 15, Frederick Freeway, and US 40, Frederick Freeway - Widening from I-70 to MD 26	\$ 164,542
GARRETT	
US 219, Chestnut Ridge Road - Relocation of US 219 from Old Salisbury Rd to PA State line	\$ 15,533
HOWARD	
I-70, Geometric and ITS improvements from MD 32 to I-695	\$ 7,152
MONTGOMERY	
I-270, Eisenhower Highway - innovative congestion management (ICM) on I-270 including the east and west I-270 spurs (31.5 miles)	\$ 2,600
PRINCE GEORGE'S	
I-95/I-495, Capital Beltway - Bridge replacement over MD 4	\$ 59,835

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<u>State Highway Administration (cont'd)</u>	
STATEWIDE	
Highway Safety Facilities and Equipment	\$ 39,959
Railroad Crossing	\$ 39,456
Traffic Relief Plan (Phase 2) Smart Traffic Signals	\$ 17,049
WASHINGTON	
MARYLAND VETERANS MEMORIAL HIGHWAY – MD 63/MD 68 TO CSX BRIDGES	\$ 82,145
I-70, Eisenhower Memorial Highway - replacement and widening of dual bridge decks and superstructures over MD 65 and CSX	\$ -
I-70 Bridge rehabilitation over I-81 and Norfolk Southern Railroad and Bridge replacement over US 11	\$ 47,020
I-70, Eisenhower Memorial Highway - Bridge replacement on I-70 over Crystal Falls Drive	\$ 319
I-68, National Freeway - Bridge replacement over Creek Road	\$ 2,590
<u>The Secretary's Office</u>	
Freight Grant - Switch Nine Revenue Capacity Enhancement	\$ 28
Freight Grant - Massey to Millington Freight Rail Rehabilitation Project	\$ 500
Rosedale Grade Crossing Improvement Grant	\$ 3,759
Freight Grant - FDRT Denton Spur Choptank Bridge Feasibility Study	\$ 160
Freight Grant - Finksburg Rail Terminal Improvements	\$ 500
Freight Grant - 100-Year Storm Floodplain Study	\$ 57
Centreville & Chestertown Lines Track Work	\$ 0
Statewide Rail Trespass Study	\$ 1,000
MDOT Freight Rail Grant Program	\$ 3,354

