



REQUEST FOR INFORMATION

For Lease of and Provision of Services for
MDOT-Owned Freight Railroad Lines
on Maryland's Eastern Shore and in Delaware through Public-Private
Partnership (P3)

MDOT RLC-2025

-Prepared by-

Maryland Department of Transportation
Maryland Transit Administration
Office of Rail and Intermodal Freight

March 26th 2025

ABBREVIATIONS AND DEFINITIONS

Unless otherwise specified, wherever the following abbreviations or terms are used in the RFI, they have the meanings set forth below:

BMOW	Basic Maintenance of Way
BAFO	Best and Final Offer
COMAR	Code of Maryland Regulations
CRISI	Consolidated Rail Infrastructure and Safety Improvements
FRA	Federal Railroad Administration
MDOT	Maryland Department of Transportation
MTA	Maryland Transit Administration
P3	Public-Private Partnership
PIA	Public Information Act
RFI	Request for Information
RFP	Request for Proposal
RFQ	Request for Qualification
RIM	Rail Information Manual
RLC	Rail Line Concessionaire
SF&P	State Finance and Procurement
STB	U.S. Surface Transportation Board
The Act	State Finance and Procurement (SF&P) Article Title 10A of the Annotated Code of Maryland
Corridors	MTA-Owned freight railroad corridors on Maryland’s Eastern Shore and in Delaware known as the “Chestertown Line”, the “Centreville Line”, the “Cambridge Line” and the “Preston Track”
Key P3 Agreement Terms	Identifies the key contract terms further described in Attachment B
Maryland State Rail Plan	MDOT prepared plan outlining public and private investments and policies that will ensure the efficient, safe, and sustainable movement of freight and passengers by rail.
Maryland’s Eastern Shore	A peninsula region east of the Chesapeake Bay, encompassing counties like Caroline, Cecil, Dorchester, Kent, Queen Anne's, Somerset, Talbot, Wicomico, and Worcester
National Trails Systems Act	The National Trails System Act of 1968, as amended, calls for establishing trails in both urban and rural settings for people of all ages, interests, skills, and physical abilities
Project	The MDOT Freight Rail P3 Project
P3 Regulations	Title 10A of the Annotated Code of Maryland (the "Act") and Chapter 6 of Subtitle 7 of Title 11 of the Code of Maryland Regulations (COMAR) and Chapter 17 of Subtitle 1 of Title 11 of the Code of Maryland Regulations
P3 Operator	The selected proposer to finance, improve, operate, maintain, and manage the rail lines part of the Project
State	The state of Maryland

**Surface
Transportation
Board**

The federal agency that is charged with the economic regulation of various modes of surface transportation, primarily freight rail.

1. Introduction

The Maryland Department of Transportation (MDOT) through the Maryland Transit Administration (MTA) is issuing this Request for Information (RFI) in order to solicit responses to the questions presented in Attachment A in connection with the MDOT Freight Rail P3 Project (the Project) described in this document. MDOT Office of Rail & Intermodal Freight is seeking information that may help with the evaluation of potential options for development, financing, operation, maintenance, and management of the Project. This RFI is intended solely to obtain such information to assist MDOT on an administrative level and in connection with ongoing evaluation of scope and delivery options for the Project.

This RFI is being issued by MDOT in accordance with State Finance and Procurement (SF&P) Article Title 10A of the Annotated Code of Maryland (the "Act") and Chapter 6 of Subtitle 7 of Title 11 of the Code of Maryland Regulations (COMAR) and Chapter 17 of Subtitle 1 of Title 11 of the Code of Maryland Regulations (together the P3 Regulations).

This RFI is intended to solicit responses from individuals, firms, teams or organizations that have experience in development, financing, operating, and management of freight rail lines and that may be interested in financing, operating, maintaining, and management of the Project.

MDOT is particularly interested in feedback from potential prime respondents including rail operators and infrastructure developers as well as stakeholders who are directly impacted by the operations of the MDOT owned rail lines. This RFI is intended to inform possible respondents of this potential opportunity and solicit private sector interest, innovation, and efficiencies in the delivery of the Project.

Specifically, the RFI:

- Provides general background information related to the Project and the existing MDOT owned assets; and
- Solicits input from industry on a variety of issues related to the Project.

This RFI is an inquiry only. No contract or agreement will be entered into as a result of this process, nor does this RFI initiate a formal procurement or represent a commitment to issue a Request for Qualification (RFQ) or a Request for Proposal (RFP) in the future. However, the information contained in the responses to this RFI will help MDOT to advance evaluation, planning and development efforts for the Project, which may result in the launch of a formal procurement pursuant to the P3 Regulations.

Responding to this RFI is not a pre-requisite to participating in a future procurement process. Therefore, those choosing to respond to this RFI will not, merely by virtue of submitting such a response, be deemed to be "bidders" on the Project in any sense, and no such respondent will have any preference, special designation, advantage or disadvantage whatsoever in any subsequent procurement process related to the Project.

References to MDOT may refer to MDOT as a whole or MTA, as it is a modal agency of MDOT, as the context requires.

Background

MDOT owns approximately 150 miles of federally regulated railroad corridors, including supporting facilities and real estate, which are part of the general railroad system of the United

States. These railroad lines were acquired from the estate of the Penn Central Railroad in 1982 as part of a larger effort to preserve the railroad system in rural and low-traffic areas. Approximately 92 miles of rail lines, including 65 miles of rail lines in active use, are located on the eastern shore of Maryland and are managed through a sole source operating and limited maintenance contract between the present operator and MDOT. The state of Maryland does not directly operate a common carrier freight railroad itself and has historically relied on private firms to perform this function rather than manage operations as part of its core business.

There is now renewed interest in operating railroad lines by private entities and renewed railroad competition between short-line and regional operators nationally. MDOT has an opportunity to develop a new approach to management of these lines that allows for a Public-Private Partnership (P3) for the financing, improvement, operation, maintenance, and management of MDOT-owned freight railroad lines. A P3 will enable private investments in the rail corridor properties which provides MDOT greater opportunities to adequately plan, coordinate, and leverage the synergies a P3 Partnership that address further capital investment needs and ensure continued service.

Project Goals

The following goals have been established for the Project:

- Ensure safety and promote sustainable, reliable, and profitable freight railroad service to current and prospective customers along the Corridors, enabling those customers and their communities to benefit from the economic and environmental advantages of rail transportation. These benefits may include a competitive cost structure for shippers, improvement in highway safety, a reduction in truck traffic over local roadways, and the reduction of pollution.
- Preserve the important rail Corridors of the Eastern Shore of Maryland for current and future use by accelerating capital investment projects using innovative sources of public and private capital. This will advance the state of good repair goals of MDOT's asset management plans and procedures while better aligning resources to the core mission of providing passenger transit services.
- Provide for a fair risk-sharing partnership between the State and the private partner for the improvement, maintenance, and operation of the facilities.
- Ensure that critical jobs, businesses, and economic development opportunities are maintained and expanded.
- Incentivize a railroad operator to operate, maintain, and develop the Corridors freely within standards, at their highest economic value, and greatest possible business and community benefit. This includes greatly reducing direct MDOT involvement in the operations and maintenance of the Corridors' rail infrastructure, capital facilities, and real estate assets. This also includes allowing the services on these Corridors to grow or contract as necessary given business conditions.
- Enter into a Lease Agreement with a private partner that accurately identifies and allocates appropriate project risks over the entire term of the Agreement.
- Eliminating State Subsidies: Reducing or eliminating the current \$500,000 annual state contribution for operating and maintenance and reducing supplemental capital contributions.

- **Generating Revenue:** Increasing revenue from the rail lines to fund improvements and potentially create profit in the long term.
- **Promoting Growth:** Increasing the current yearly carload volume to utilize more than 25% of its available capacity.
- **Streamlining Operations:** Implementing a more efficient and effective operational model for the rail lines, with the state acting primarily as a landlord.

Additionally, the P3 meets the goals of the Maryland State Rail Plan, with the overall net economic effect being to benefit the industries and communities that rely on the continuing operation of the freight railroad lines.

Attachment E shows the locations of the Maryland operating rail systems.

Existing Operating Agreement

The present operator of the railroad service on the corridors has operated the active railroad lines since 1978, four years before state ownership began. Today, the operator works under a Basic Maintenance of Way (BMOW) contract with MDOT which allows it to operate the federally regulated freight rail service and requires it to perform basic maintenance such as routine repairs to the track. This contract has been procured or extended using sole-source justifications over the years due to the small pool of qualified railroad operator candidates and previously limited competition in the field of operating railroad corridors. The current operating agreement has been in place since 2008. The original contract was for five years, with two five-year extensions. MDOT has agreed to additional change orders to continue railroad operations with the most recent change order expiring on December 31, 2025. MDOT can continue to execute change orders with the current rail operator to allow for a smooth transition to a new operator, accommodate timelines associated with regulatory approval processes or to maintain continuity of operations for a period of time as deemed necessary; however, it is not MDOT's intent to continue to extend the current agreement, other than for the previously mentioned reasons. **Rail lines included in the current agreement are – see Attachment E Detailed Maps of the Maryland Railroad:**

- **Centreville Line** (Attachment E, Figure 1 (a&b)) – 35 miles of rail corridor serving four active shippers along 33 miles of active rail line, running between Townsend, Delaware and Centreville, Maryland and including Massey, Maryland;
- **Chestertown Line** (Attachment E, Figure 2) – 20 miles of rail corridor serving five active shippers along 17 miles of active rail line, running between Townsend, Delaware and Chestertown, Maryland, and including Massey, Maryland; and
- **Preston Track** (Attachment E, Figure 3) – approximately 6.5 miles of rail corridor that includes less than 1 mile of active rail line.
- **Cambridge Line** (Attachment E, Figure 4 (a&b)) – 30 miles of rail corridor serving seven active shippers along 15 miles of active rail line, running between Seaford, Delaware and Cambridge, Maryland;

Of the 65 miles of active rail MDOT owns, approximately 24 miles have been substantially rebuilt and improved to perform at a level that is satisfactory to support the rail operation, and are being maintained in a state of good repair. Dating back approximately 25 years, this mileage has received all new ties and drainage work, and, most importantly, new rail. The remaining 41

miles of active track generally has the minimum number of acceptable ties, poor drainage, and lighter-than-modern rail (which was typically rolled in or around 1890). In addition to active areas, the sections not currently in use consist of sixteen miles of railroad corridor which have been rail-banked under the National Trails Systems Act and ten and one half miles of railroad line that presently do not have freight customers. Additional partnership investment(s) would be needed to restore these lines to a state of good repair. This potential investment, coupled with the increasing demand for service along the corridors and success of short line railroads occurring nationally, can set a path for the long-term financial viability of operations for these rail lines.

MDOT’s current private railroad operator contract allows continued support to economic development in the region by providing a viable and comprehensive transportation system of approximately 65 miles of MDOT-owned rail lines. MDOT remains the owner of the rail lines and retains several responsibilities such as costs associated with maintenance and repair of bridges, culverts, and grade crossings.

A summary of monthly carload information from 2018-2024 is shown in Figure 5.

Carload Data

Line	2018	2019	2020	2021	2022	2023	2024	Annual Total Range
Centreville & Chestertown	46-96	31-78	32-67	41-171	82-172	64-169	137-204	573-1909
Cambridge	72-254	77-197	39-126	50-130	36-154	38-144	57-159	1014-1479

Figure 5 – Range of Monthly Carloads Originated or Received

Figure 6 shows the percentage of total carload counts by commodity between 2019 – 2023.

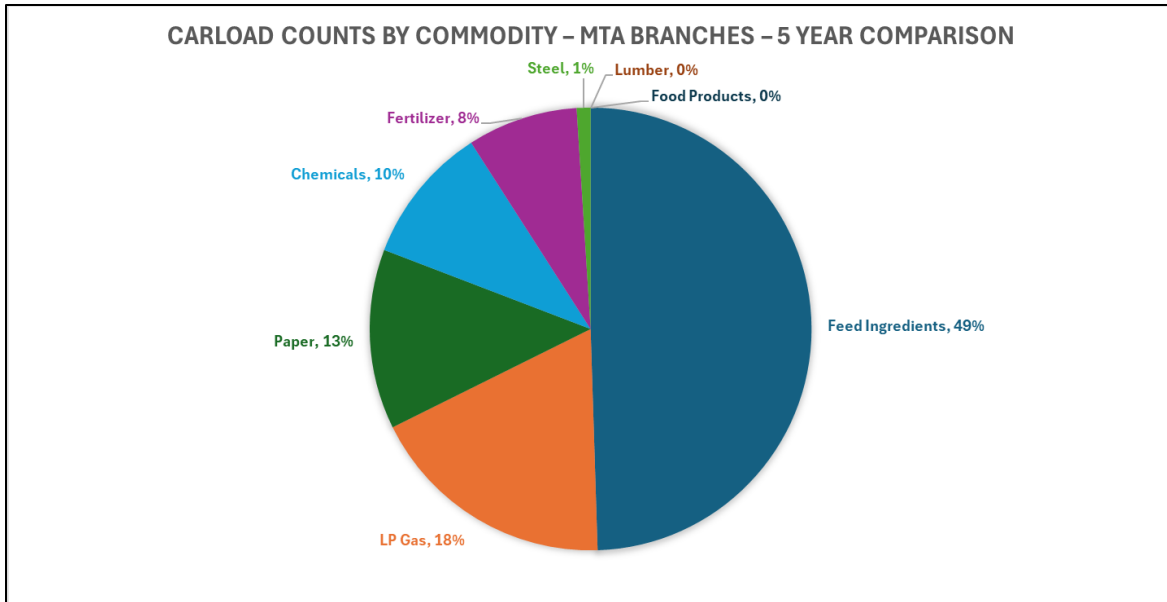


Figure 6 – Total Carload by Commodity

2. The Project

MDOT is considering utilizing a competitive process to select a private partner (P3 Operator) with the demonstrated operational and financial capabilities to finance, improve, operate, maintain, and manage the rail lines. The P3 agreement will take the form of a long-term (40-year) lease to include financial, operation, management, and maintenance provisions. The lease will allow MDOT to continue to own the properties while the operations and maintenance of the railroad facilities will be managed by a private partner best qualified to enhance the condition and operations of the facilities. The P3 agreement will empower the P3 Operator to improve the condition and operations of the rail lines to generate increased railroad commerce and ensure the continued operation and growth of businesses served by the rail lines. Key terms for the P3 agreement are listed in Attachment B.

MDOT seeks to preserve rail corridors where possible to support economic development, meet sustainability goals, and for other future uses. MDOT, presently owns about 150 miles of federally regulated railroad corridor which is part of the general railroad system of the United States. Without intervention from the State, services on these rail lines would have ceased and the lines would have been abandoned by the private railroad operator in 1978 due to concerns about profitability. From 1978 to 1982, the State leased the properties from the former railroad and supported rail operations through direct subsidies. These lines were acquired from the estate of the Penn Central Railroad in 1982 as part of a larger effort to preserve the railroad system in rural and low traffic areas and are operated today by contract which provides some funding to support maintenance.

The rail lines provide critical rail connections for the agricultural, manufacturing and related industries on the Eastern Shore and the certainty of long-term operations of the rail line is important to many businesses, including at least 15 shippers which use the service.

Attachment C lists the preliminary components of the data room that MDOT anticipates will become available upon shortlist notification. Available information is subject to change.

Scope of Work

Subject to the terms and conditions of the contract and contingent on a final agreement, MDOT shall grant the P3 Operator the right to enter upon the Corridors and to:

1. Collaboratively work with MDOT to make updates and changes to the MDOT Rail Information Manual, consistent with industry best practices, agency goals and objectives, and safety performance.
2. Provide freight rail services, such as operating trains, locomotives, cars, and equipment with the P3 Operator's own crews solely for the purpose of performing the Service, moving non-revenue equipment over the Corridors, and the temporary staging of rail cars and securing its property and equipment.
3. Property management services, such as the marketing and administration of third-party uses of the railroad Corridors for occupancies, grade crossings, or other permanent or temporary uses, in accordance with the MDOT freight Rail Information Manual (RIM).
4. Asset management services,
 - Complete systemic maintenance of tracks, roadbeds, culverts, vegetation, bridges, grade crossings (where required by agreement) and any other infrastructure.
 - Create, archive and preserve asset management data such as inspections, photos, documents, designs, plans, maps, agreements, specifications and schematics for engineering purposes.
5. Capital Improvement Planning to Support Business Growth and Operational Efficiency
 - Identify opportunities for capital investments that will attract new customers, additional carloads from existing customers, lead to more cost-efficient operations, and to more robust and new revenues streams associated with the MDOT owned assets (rail, property, facilities, equipment, etc.).
 - Identify and develop strategies for pursuing additional non-state funding, such as federal grants to help offset the cost of future capital improvements.
 - Develop and execute an active marketing and business development strategy to secure new customers, increase carload volume and grow ancillary revenues.

Project Delivery Methodology

The P3 delivery model will provide an opportunity to utilize revenues from the rail lines to make upfront investments in the facilities and to share in the risk and opportunity with the private sector. These upfront investments will optimize the operational performance, ensure the long-term viability of the rail lines, and support continued and expanded service.

Establishing a P3 allows the P3 Operator to make the necessary investments in the maintenance of the property. The P3 Operator would be able to provide a long-term maintenance and operations framework, while pursuing the development of new business opportunities more actively.

Utilizing a P3 delivery model can also yield operational improvements. There are multiple management functions required to successfully operate a railroad in addition to just running trains. By consolidating the land management, capital, maintenance, and business development functions into the rail operations function under a P3 agreement, a P3 Operator will have more tools at its disposal to address the challenges of operating a railroad. Additionally, there likely are unrealized economies of scale to take advantage of which could result from consolidation of operating, maintenance, and rolling stock resources with the railroads existing resources.

MDOT believes a P3 will provide financial advantages to its agency. For example, MDOT wishes to no longer have financial responsibility for the ongoing maintenance of bridges and structures associated with the rail lines or the operating subsidy for basic maintenance of the tracks. Key to placing more financial responsibility on a private P3 Operator is also allowing the P3 Operator the ability to retain asset related revenues, make its own business decisions to manage costs, allocate capital, and develop new customers along the lines to grow revenues. A healthy thriving railroad operation is the best approach to limit MDOT's financial exposure and to grow Maryland's economy.

A successful P3 will support ongoing freight rail operations by granting a P3 Operator the authority to make the changes necessary to operate the freight rail service economically in accordance with modern best practices. Maryland may then shift away from its present and significant direct involvement in capital projects associated with these lines to an oversight and audit role focused on the P3 Operator meeting minimum performance requirements and regulatory compliance. In this way, Maryland, as well as the P3 Operator, can achieve better outcomes on a larger scale and control operating costs in the short and long term.

Importantly, here, use of a P3 delivery model would serve to redistribute and allocate risks to the party best able to mitigate the risk. Under the current operating model for the Corridors, MDOT and MTA hold the risk related to cost and schedule delivery of capital improvements, operating revenue, and expected and unexpected significant maintenance and rehabilitation needs. Under the P3 model, the risk associated with capital improvements, revenue, meeting state of good repair needs can be better allocated to the private sector. To accept this risk, the P3 Operator will require a P3 agreement term that is long enough to recoup its investment, the right to set and collect revenues, and the operational flexibility to pursue new business opportunities. To be successful, a P3 agreement that transfers risk must also transfer sufficient authority and decision making for the P3 Operator to mitigate that risk. This requires the State to ensure that the P3 agreement clearly states the standards and expectations that the P3 Operator must abide by and provides sufficient monitoring and enforcement tools for the State and P3 Operator to ensure compliance.

A successful P3 partnership will allow a selected railroad greater ability to operate MDOT-owned lines profitably and leverage their own capital for maintenance needs and improvements. While confidential proprietary revenue data cannot be shared, asset lifecycle costs can be examined and estimated for known major maintenance costs. A successful P3 agreement must therefore, to the greatest extent possible, encourage the wise use of private and public capital and must also leverage the availability of any federal railroad safety and repair funding as it is made available.

Procurement Process

The selection process may be either a one-step or two step solicitation process that consists of an RFP and may or may not include a RFQ as the first step. MDOT may conduct industry review meetings to receive feedback on requirements and to assist it in formulating the RFP. The RFP may include an RFQ and shortlisting process to qualify a firm or a team of firms with appropriate rail operations experience whose proposals will be considered. No more than four teams will be shortlisted. Qualifications will be based on both technical and financial criteria. After the respondents are qualified and at any time before the award of the public-private partnership agreement, MDOT may engage in discussions with qualified respondents in accordance with Md. Code Ann., State Fin. & Proc. § 10A-202. The RFP will state the standards necessary for a proposal to be evaluated and the requirements for submitting a proposal; explain the evaluation criteria and process; provide reference documents; detail proposal requirements to include discussion on plans for investment and maintenance, marketing and business, safety and quality assurance, and mobilization and operations; state the requirements for hand back and include a sample P3 agreement. Once the RFP has been issued and proposals are received, MDOT will review the proposals, determine that each respondent is qualified, consider whether to undertake a best and final offer (BAFO) process, identify the proposal that provides the best value to the State, and finalize terms of the P3 agreement with the selected respondent.

Prior to execution of the P3 agreement, MDOT will provide an opportunity for review and comment by the Comptroller, the Treasurer, the legislature, and the public prior to seeking approval by the Board of Public Works.

Common carrier freight railroad lines in the United States are regulated by several federal agencies. Any attempt to sell, lease, or change the operational status of a freight railroad line must be subject to regulatory approval with the Surface Transportation Board. As the final step in the implementation of a P3, the P3 Operator would be expected to seek and acquire regulatory approval as a contingency of any P3 agreement. During this approval process the STB may consider a number of socio-economic and environmental impacts and uses that analysis to determine if any special conditions should be applied to the P3 Operator and/or MDOT.

3. Anticipated Procurement Schedule

The following schedule is anticipated. MDOT reserves the right to alter these dates.

Schedule Event	Date
Advertise RFI	3/26/2025
RFI Responses Due	4/14/2025
One-on-One Meetings (Optional)	4/14/2025 – 4/25/2025
Advertise RFQ	5/5/2025
Statement of Qualifications Due	5/16/2025
Shortlist Notification	5/30/2025
Issue Draft RFP to Shortlist	6/2/2025
One-on-One Meetings	6/9/2025 – 6/20/2025
Issue Final RFP	6/27/2025
Proposals Due	7/16/2025
Best Value Selection	8/29/2025

BPW Approval	11/5/2025
STB Approval & Contractor Mobilization	12/9/2025
P3 Operations Commence	1/1/2026

4. Instructions to Respondents

In issuing this RFI, MDOT is seeking the non-binding views, opinions, and feedback of potential respondents on the key risks, technical aspects and commercial terms of the Project as mentioned in the Key P3 Agreement Terms provided with this RFI. MDOT intends to use the information gathered through responses to this RFI and in the one-on-one meetings referenced in Section 5 below to confirm or refine certain assumptions; evaluate the provisions of the RFP and P3 agreement; and inform the schedule, scope, and technical requirements of a potential procurement under a P3 project delivery method for the Project. This RFI does not commit MDOT to any specific form of procurement, including a potential P3 procurement.

An electronic version of the written response (in a searchable format) must be sent via e-mail to freightrail@mdot.maryland.gov and shall be no longer than 25 - 8.5" x 11" single-sided pages, using a type font size no smaller than 12-point. No more than one of those pages should be used to highlight the firm's relevant qualifications. **Responses shall be submitted on or before Monday, April 14, 2025 at 4:00 p.m. Eastern Time.**

Responses should include the name and address of the respondent, and the phrase "MDOT Freight Rail P3 Request for Information Response" clearly indicated in the Subject line of the e-mail accompanying the electronic version of the response.

Upon receiving a response, MDOT will initiate a review and may contact some or all of the respondents to follow up with additional questions and clarifications, or to offer to conduct one-on-one meetings with some or all the respondents. The opportunity to participate in such meetings, if any, will be communicated separately to respondents that have provided a point of contact.

5. Information Requested

Respondents are encouraged, but not required, to respond to each question in the RFI Questionnaire attached as Attachment A. Marketing materials are not to be submitted as part of a written response. Follow-up questions, or requests to clarify comments, may be posed directly to respondents.

6. One-on-One Meetings

In addition, MDOT believes one-on-one meetings provide a valuable platform to facilitate discussion and gather constructive feedback. Accordingly, MDOT will offer respondents the opportunity to request a one-on-one meeting to discuss their RFI response and provide further input to MDOT.

One-on-one meetings are anticipated to be held either in-person, virtually, or hybrid at MDOT's sole discretion during April 14-25, 2025. All meetings between the respondents and MDOT will be scheduled for 60 minutes.

Respondents desiring a one-on-one meeting must complete the request form attached to this RFI as Attachment D and submit it by email at freightrail@mdot.maryland.gov by no

later than Wednesday, April 9, 2025, at 4:00 p.m. Eastern Time. Respondents will be notified of acceptance and scheduling of any additional one-on-one meeting no later than Friday April 11, 2025. The decision to accept or deny a request for a one-one meeting is strictly at the discretion of MDOT and will be based on its determination on the relevancy of the request and requestor to the stated purpose of the RFI.

7. Confidentiality/Maryland Public Information Act/Rights Reserved

Respondents are advised that all written materials submitted by a respondent to MDOT in response to this RFI or in a one-on-one-meeting are public records subject to the Maryland Public Information Act (PIA), §§ 4-101, et seq. of the General Provisions Article of the Annotated Code of Maryland.

Under Subtitle 3 of the PIA, certain public records may be exempt from the Maryland PIA. Respondents are advised not to include in RFI responses any information that the respondent considers trade secrets or commercial or financial information that is proprietary, privileged, or confidential or that would cause competitive harm if disclosed.

The respondents should identify portions of their RFI that they deem to be confidential, proprietary information, or trade secrets, and should not be disclosed by the State under the Maryland PIA Section 4-335 et. seq., of the General Provisions Article, Annotated Code of Maryland. A blanket statement that the entire RFI is confidential is not acceptable.

Nothing contained in this RFI shall modify or change MDOT's obligations under the Maryland PIA or other applicable law.

8. Additional Information

Grant Opportunities

Discretionary state and federal grant opportunities may be available for this project, particularly FRA Consolidated Rail Infrastructure and Safety Improvements (CRISI). The CRISI program provides funding for projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail.

Legal Authority

Under Title 10A of the State Finance and Procurement Article of the Annotated Code of Maryland (the "Act"), MDOT is authorized to undertake the solicitation, program management, and delivery of a P3 project.

ATTACHMENT A – RFI QUESTIONNAIRE

MDOT FREIGHT RAIL P3 PROJECT

Reference No.:

Completed by:

Entity/Organization Name (if applicable)

Entity/Organization Representative Name (or individual's name if no affiliation)

Address

City, State, Zip

Phone Number and Email Address

Representative Signature (or individual's signature if no affiliation)

Please respond to the following list of questions to the extent relevant to your firm's experience. An electronic version of the written response (in a searchable format) shall be no longer than 25 - 8.5" x 11" single-sided pages, using a type font size no smaller than 12-point. **Responses shall be submitted via e-mail to freightrail@mdot.maryland.gov on or before Monday, April 14, 2025 at 4:00 p.m. Eastern Time.**

QUESTIONS

1. What is the nature of your potential participation in this project (e.g., rail operator, contractor, design/engineering firm, operations and maintenance firm, lender, equity investor, etc.)? How would your team's background and qualifications on representative projects be of value to MDOT in the development of this Project and in the administration of a P3 delivery method?
2. Based on the information provided and also your specific experience and expertise with similar projects, what do you see as the most significant project risks to either MDOT or the P3 Operator? How would you suggest MDOT or the P3 Operator could potentially mitigate or eliminate those risks?

MDOT Freight Rail P3 Project

3. Given the information you have access to currently, do you believe MDOT's goals relative to the financial feasibility of the Project to be achievable? Please explain why or why not and what additional project enhancements MDOT may want to consider.
4. Are there commercial and revenue risk sharing strategies you believe MDOT should consider to make the project more attractive to a P3 Operator and also still allows for elimination or meaningful reduction of MDOT's ongoing investment?
5. In addition to industry standard RFP documentation, what additional documents, data, records, surveys, and studies should MDOT consider providing to proposers (if available) during and/or prior to the procurement process?
6. What, if any, advantages will Maryland potentially gain by entering into an agreement in which the P3 Operator will operate freight railroad service, perform capital improvements, maintain all rail assets, pursue and maintain all customer contracts and relationships, set pricing, develop business, and retain revenues for services provided? How would you assess the likely magnitude and dollar value of any potential savings or additional revenue opportunities during the procurement process?
7. Are there any offsetting disadvantages or unintended consequences MDOT should consider with the P3 approach?
8. Do you have any issues or concerns with the anticipated procurement schedule provided in this RFI? If so, please provide your recommendations on ways for MDOT to address these concerns.
9. What do you see as the critical path items for the procurement and MDOT ultimately entering into a new contract with a P3 Operator before 2026?
10. Looking ahead over the next 3-6 months, do you believe your firm will be interested in submitting a committed proposal for the Project? Are there any particular concerns that may prevent your firm from getting engaged in the Project? How might those concerns be resolved?
11. What is the minimum amount of time that your firm requires to develop and submit a committed detailed proposal for the Project after issuance of potential RFP?
12. Relationships with shippers, small and rural communities, local county officials, and other stakeholders are very important to the success of the rail operation. How has your team handled stakeholders like these on previous projects and what project requirements should be included to make sure relationships with these entities are maintained?

MDOT Freight Rail P3 Project

13. What additional challenges or risks should MDOT be aware of in regard to Project's scope, procurement process, delivery method, term of contract, technical and financial feasibility, etc.?
14. Included as Attachment B, is MDOT's initial position on Key P3 Agreement Terms. Please provide feedback on any issues or questions on the terms listed in this attachment.
15. MDOT is anticipating a 40-year lease term. Is that term suitable? If not, please suggest another term length for the lease with rationale.
16. Are there similar projects or commercial arrangements with private rail operators elsewhere where the state either owns or previously owned the rail infrastructure that MDOT may want to consider reviewing? If so, please list.
17. Discretionary state and federal grant opportunities may be available for this project, particularly FRA CRISI. Please provide input on additional grants that a rail operator may view as advantageous to the Project.
18. Other than the answers that you have already provided, what information, specifically related to the data provided, can MDOT provide that would help your firm to make the business decision to engage in the development of the Project?
19. MDOT welcomes any other thoughts or recommendations about the project terms and responsibilities of the P3 Operator or the described procurement process and P3 contract structure that you may have.

ATTACHMENT B – KEY P3 AGREEMENT TERMS

1. As MDOT's present railroad Operator does today, the P3 Operator will operate freight railroad service, pursue and maintain all customer contracts and relationships, set pricing, develop business, and retain revenues for services provided. In addition to present conditions, this service will be allowed to expand or contract subject to business conditions and federal regulations.
2. The P3 Operator will be responsible for the maintenance and regulatory compliance for all railroad structures, bridges, drainages and grade crossings subject to any existing or future use agreements, at its own expense. Minimum standards will be established in the P3 Agreement.
3. The P3 Operator will be required to attain and maintain a state of good repair for all active rail lines at the expense of the P3 Operator within a time frame.
4. The P3 Operator will be responsible for the creation and administration of property use agreements on the corridor such as private requests for utility and grade crossings and will retain revenue from the property use agreements.
5. The P3 Operator must provide its own locomotives, cars, track equipment, tools, personal protective equipment, vehicles, materials, ties, ballast, employees, and any other physical objects necessary to run a railroad service.
6. The P3 Operator will be obligated under the terms of the agreement to assume all responsibilities for regulatory compliance related to any railroad operation or maintenance activity including but not limited to the Code of Federal Regulations (CFR) and will be responsible for securing any certifications and/or qualifications for operating the railroad from the Federal Railroad Administration (FRA).
7. The P3 Operator must obtain authority from the Surface Transportation Board of the United States to operate the service as described prior to the commencement of any service. The P3 Operator is expected to maintain this authority over the entire property described, subject to "Interim Trail Use" agreements or provisions where applicable (i.e., Railbanking).
8. The P3 Operator must operate the lines in full compliance with all applicable environmental laws and regulations and will seek to advance the State's climate objectives.
9. The P3 Operator must obtain and maintain adequate levels of insurance.
10. The P3 Operator must conduct annual electronic track inspections and provide the full data produced therefrom to the State; provide traffic, revenue and customer information; and publish an annual report covering all aspects of the railroads operations as they specifically relate to the P3 agreement.
11. The P3 Operator will be required to meet certain hand-back requirements and maintain certain reserve requirements prior to handback. MDOT will retain ownership of all real estate, track, structures, and bridges.

**ATTACHMENT C – DATA ROOM CONTENTS
MDOT FREIGHT RAIL P3 PROJECT**

Document Name	Description
Attachment 1 ES MD Rail Maps 2022	MTA Freight line Strategic plans
MD-16-SHA-UM-4-08_Market-Opportunity-Assessment-for-the-Eastern-Shore-Short-Line-Rail-in-Maryland_Report	Research paper analysis with focus on Potential new Freight Customers - UMD 2016
MD-16-SHA-UM-4-08_Market-Opportunity-Assessment-for-the-Eastern-Shore-Short-Line-Rail-in-Maryland_Summary	Research paper Summary - UMD 2016
2025-01-01 ES Lines Lease Sample	MTA Lease Agreement Sample
MTA Seaford Freight Railroad Lines_MDDE Version	CAMBRIDGE TRACK STABILIZATION STUDY INSPECTION AND EVALUATION REPORT - 2015
Freight Bridge List	MTA active and inactive Freight lines and Bridge locations with bridge type
RAMO Grade Crossings	MTA Freight Line Grade crossing coordinates and logistics
main_track_2022oct24t122237_exceptions	Main Track – data
RailPod-ChestertownInspection-20230421-RailType&WearRpt	Railroad type and wear report
RailPod-ChestertownInspection-20230421-RailType&WearRpt	Railroad type and wear report
20231101-RailPodTGMV-CentrevilleLine-GeometryExceptionData	RailPod Geometry Exceptions Report - Centreville line - 2023
20231101-RailPodTGMV-CentrevilleLine-RailJoints-BrokenJointBars	RailPod Broken Joints Report - Centreville line - 2023
20231101-RailPodTGMV-CentrevilleLine-RailJoints-MissingBolts	RailPod Missing Joint Bars Bolts Report - Centreville line - 2023
20231101-RailPodTGMV-Centreville-Ties1-ConsecutiveTies	RailPod Defective Ties Quality/Replacement Report - Centreville line – 2023
20231101-RailPodTGMV-Centreville-Ties1-TieQualityAssessor-Unedited	RailPod Defective Ties Quality/Replacement Report - Centreville line – 2023
20231101-RailPodTGMV-Centreville-Ties2-AllTies-Unedited	RailPod Defective Ties Quality/Replacement Quantity and Costs - Centreville line - 2023
20231101-RailPodTGMV-Centreville-Ties3-DefectiveTiesPerMile-Unedited	RailPod Defective Ties per Mile - Centreville line - 2023
RailPod-CentrevilleInspection-20231101-RailType&WearRpt	Rail Type and Rail Wear Report - Centreville line - 2023 - PDF
RailPod-CentrevilleInspection-20231101-RailType&WearRpt	Rail Type and Rail Wear Report - Centreville line - 2023 - Excel
RailType&WearReport_CentrevilleLineInspection-20231101-RevJune2024	Rail Type and Rail Wear Report - Centreville line - 2023 - revised in 2024

MDOT Freight Rail P3 Project

Ties1-TieQualityAssessor(bad-0.6)	RailPod Defective Ties Quality/Replacement Report - Centreville line – 2024
Ties3-DefectiveTiesPerMile	RailPod Defective Ties per Mile - Centreville line - 2024
CV - bad ties (0.1) 2023	RailPod Defective Ties Quantity and Costs - cambridge - 2023
CV Ties2-AllTies-Count 2023	RailPod Defective Ties - cambridge – 2023
brushcharts_mdde_cambridgeline-federalsburgrunaround_20240423_MP(0.0-0.24)_Geometry	Federalsbur runaround - Railroad geometry - brushchart part 1
brushcharts_mdde_cambridgeline-federalsburgrunaround_20240423_MP(0.0-0.24)_Geometry_Part2	Federalsbur runaround - Railroad geometry - brushchart part 2
brushcharts_mdde_cambridgeline-maintrack_20240423_MP(17.3-2.5)_Geometry	Main Track - Railroad geometry - brushchart part 1
brushcharts_mdde_cambridgeline-maintrack_20240423_MP(17.3-2.5)_Geometry_Part2	Main Track - Railroad geometry - brushchart part 2
MTA MDDE Railroad Northern Lines – 286 Kip Car Evaluation	Study of the track structure on portions of the Maryland Delaware (MDDE) Railroad Northern Lines,
CB - all ties 2024	RailPod Ties Quantity and Costs - Cambridge - 2024
CB - bad ties (0.1) 2024	RailPod Defective Ties Quantity and Costs - cambridge - 2024
Curve_Analysis_report_mdde_cambridgeline-federalsburgrunaround_20240423_MP(0.0-0.241743)	Curve analysis data for different mileposts
Curve_Analysis_report_mdde_cambridgeline-maintrack_20240423_MP(17.300001-2.501631)	Curve analysis data for Main track milepost
Exception_report_mdde_cambridgeline-federalsburgrunaround_20240423_MP(0.0-0.241743)	Exception report - Curve analysis data - Federalsburg runaround mileposts
Exception_report_mdde_cambridgeline-maintrack_20240423_MP(17.300001-2.501631)	Exception report - Curve analysis data - Main Track mileposts
RailType&WearReport_CambridgeLineInspection-20240423	Railroad type and wear report - Cambridge line - pdf
RailType&WearReport_CambridgeLineInspection-20240423	Railroad type and wear report - Cambridge line - excel
brushcharts_mdde_chestertownline-maintrack_20240422_MP(0.0-16.82)_Geometry	Chestertown line - Railroad geometry - brushchart part 1
brushcharts_mdde_chestertownline-maintrack_20240422_MP(0.0-16.82)_Geometry_Part2	Chestertown line - Railroad geometry - brushchart part 2
Chestertown main_track_exception_data 4-22-24	Exception Report - FRA defect codes for different mileposts - pdf

MDOT Freight Rail P3 Project

Chestertown main_track_exception_data 4-22-24	Exception Report - FRA defect codes for different mileposts - excel
CT - All ties 2024	RailPod Ties Quantity and Costs - Chestertown - 2024
CT - bad ties (0.1) 2024	RailPod Defective Ties Quantity and Costs - Chestertown - 2024
Curve_Analysis_report_mdde_chestertownline-maintrack_20240422_MP(0.0-16.823432)	Curve analysis data for Main track milepost
Exception_report_mdde_chestertownline-maintrack_20240422_MP(0.0-16.823432)	Railroad Exception Report - Chestertown - Main Track
RailPod-ChestertownInspection-20230421-RailType&WearRpt	Railroad type and wear report - Chestertown - 2023- pdf
RailPod-ChestertownInspection-20230421-RailType&WearRpt	Railroad type and wear report - Chestertown - 2023 - excel
RailType&WearReport_ChestertownLineInspection-20240422	Railroad type and wear report - Chestertown - 2024- pdf
RailType&WearReport_ChestertownLineInspection-20240422	Railroad type and wear report - Chestertown - 2024 - excel
Track Chart of Massey-Chestertown	Track map/alignment detail
Track Chart of Preston-Hurlock	Track map/alignment detail
Track Chart of Seaford-Cambridge	Track map/alignment detail
Track Chart of Townsend-Centreville	Track map/alignment detail
2008 Signed Agreement October 1 2008-2013	Basic maintenance of way needs (BMOW) Agreement - 2008
2011 Signed Amendment #1 and Exhibit B	Amendment 1 and Exhibit B to BMOW Agreement
2011 Signed Locomotive Lease (EXH C)	Exhibit C (BMOW Agreement)
2013 Change order 2- Extension 1	Notice to Proceed - Change order 2
2016-03 Amendment 2 EXECUTED 03292016	Amendment 2 (BMOW Agreement)
2017 Change Order 4- Extension 2	Change order 4 - Time Extension contract
2022 MDDE Amendment 3 FULLY EXECUTED	Amendment 3 (BMOW Agreement)
2022-Dec-21-Agenda_Approved	MDDE Action Agenda 2022 - Contract extension for 18 months
2024-08-02 Freight Rail P3	MTA Rail Presentation - 2024
2025-02-21 Rail Info Manual SIGNED	MTA and MDOT license agreement and rates, Sample grade crossing maintenance agreement, AER review form, defined terms, Administrative review, Engineering review, property usage terms and conditions
Attachment 1 ES MD Rail Maps 2022	Strategic maps
Freight Manual_2013_071513	MTA Rail Line, Bridge Inspection Manual - common defects list, super structure and substructure elements

MDOT Freight Rail P3 Project

	classification, fracture and fatigue prone details
Freight X Crossing Manual 2012	MTA freight railroad Grade crossing type, its components and inspections criteria, inspection documentation
MDDE Modified Certificate	MDDE - DECISION AND CERTIFICATE OF INTERIM TRAIL USE OR ABANDONMENT - 2006
RAMO Property Assets	MDDE - Railroad assets list (rail location, mile post, owner, etc.)
Appraisal Review Summary	appraisal estimates and status
Freight Rail Appraisal Summary w SHA backup	Appraisal Report - combined - 2020
Massey to Chestertown_Rail Road Corridor_SHA 19A	Appraisal Report - Massey to Chestertown -2024
Preston to Hurlock_Rail Road Corridor_SHA 19A	Appraisal Report - Preston to Hurlock - 2024
Seaford to Cambridge_Rail Road Corridor_SHA 19A	Appraisal Report - Seaford to Cambridge -2024
Townsend to Centerville_Rail Road Corridor_SHA 19A	Appraisal Report - Townsend to Centerville -2024
V1-125 Cambridge	Cambridge, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V1-126 Cambridge	Cambridge, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V1-127 Cambridge	Cambridge, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V1-128 Cambridge	Cambridge, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V1-129 Cambridge	Cambridge, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V1-130 Cambridge	Cambridge, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V3-042 Cambridge	Cambridge, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V3-043 Cambridge	Cambridge, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V3-044 Cambridge	Cambridge, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company

MDOT Freight Rail P3 Project

V3-045 Cambridge	Cambridge, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V3-046 Cambridge	Cambridge, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V3-047 Cambridge	Cambridge, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V3-048 Cambridge	Cambridge, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V1-103 Centreville	Centreville, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V1-104 Centreville	Centreville, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V1-105 Centreville	Centreville, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V1-106 Centreville	Centreville, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V1-107 Centreville	Centreville, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V1-108 Centreville	Centreville, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V2-001 Centreville	Centreville, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V2-002 Centreville	Centreville, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V2-003 Centreville	Centreville, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V2-004 Centreville	Centreville, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V2-005 Centreville	Centreville, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V2-006 Centreville	Centreville, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company

MDOT Freight Rail P3 Project

V2-007L Centreville	Centreville, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V2-008 Centreville	Centreville, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V2-009 Centreville	Centreville, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V2-010 Centreville	Centreville, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V2-011 Centreville	Centreville, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V2-012 Centreville	Centreville, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V2-013 Centreville	Centreville, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V2-014 Centreville	Centreville, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V2-015 Centreville	Centreville, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V2-016 Centreville	Centreville, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V2-017 Centreville	Centreville, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V2-018 Centreville	Centreville, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V2-019 Centreville	Centreville, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V2-020 Centreville	Centreville, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V2-021 Centreville	Centreville, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V2-022 Centreville	Centreville, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company

MDOT Freight Rail P3 Project

V2-023 Centreville	Centreville, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V2-024 Centreville	Centreville, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V2-025 Centreville	Centreville, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V2-026 Centreville	Centreville, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V2-027 Centreville	Centreville, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V2-028 Centreville	Centreville, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V2-029 Centreville	Centreville, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V2-030 Centreville	Centreville, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V2-031 Chestertown	Chestertown, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
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V2-033 Chestertown	Chestertown, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
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V2-038 Chestertown	Chestertown, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company

MDOT Freight Rail P3 Project

V2-039 Chestertown	Chestertown, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
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V2-041 Chestertown	Chestertown, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V2-042 Chestertown	Chestertown, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V2-043 Chestertown	Chestertown, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V2-044 Chestertown	Chestertown, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V2-045 Chestertown	Chestertown, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V2-046 Chestertown	Chestertown, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V2-047 Chestertown	Chestertown, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V2-048 Chestertown	Chestertown, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V2-049 Chestertown	Chestertown, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V2-050 Chestertown	Chestertown, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V2-051 Chestertown	Chestertown, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
Balt_Chese_Atl_Railway_V1_26_Map	Railroad Right of Way Blueprints and Track Map (1900s), Baltimore, Chesapeake & Atlantic RY
V20-26 Preston	Preston, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V20-27 Preston	Preston, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company

MDOT Freight Rail P3 Project

V20-28 Preston	Preston, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V20-29 Preston	Preston, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V20-30 Preston	Preston, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V20-31 Preston	Preston, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company
V20-32 Preston	Preston, Railroad Right of Way Blueprints and Track Map (1900s), Delaware Railroad Company

**ATTACHMENT D – ONE-ON-ONE MEETING REQUEST FORM
IN RELATION TO THE
REQUEST FOR INFORMATION FOR THE
FREIGHT RAIL P3 PROJECT**

Entity/Organization Name (if applicable)

Entity/Organization Representative Name (or individual's name if no affiliation)

Address

City, State, Zip

Phone Number and Email Address

Representative Signature (or individual's signature if no affiliation)

Identify the number of attendees you anticipate participating in the one-on-one meeting, their names, and their role in your organization.

Identify any preferences you might have for the date and time of any one-on-one meeting. Each one-on-one meeting will allow no more than 60 minutes. The range of dates and times are mentioned in Section 6 of the RFI. (Please note that MDOT may not be able to honor respondents' preferences.)

Respondents desiring a one-on-one meeting during the One-on-One meeting window must complete this request form and submit it by email to freightrail@mdot.maryland.gov by no later than Wednesday, April 9, 2025, at 4:00 p.m. Eastern Time. Respondents will be notified of acceptance and scheduling of any additional one-on-one meeting no later than Friday, April 11, 2025.

ATTACHMENT E – DETAILED MAPS OF THE MARYLAND RAILROAD

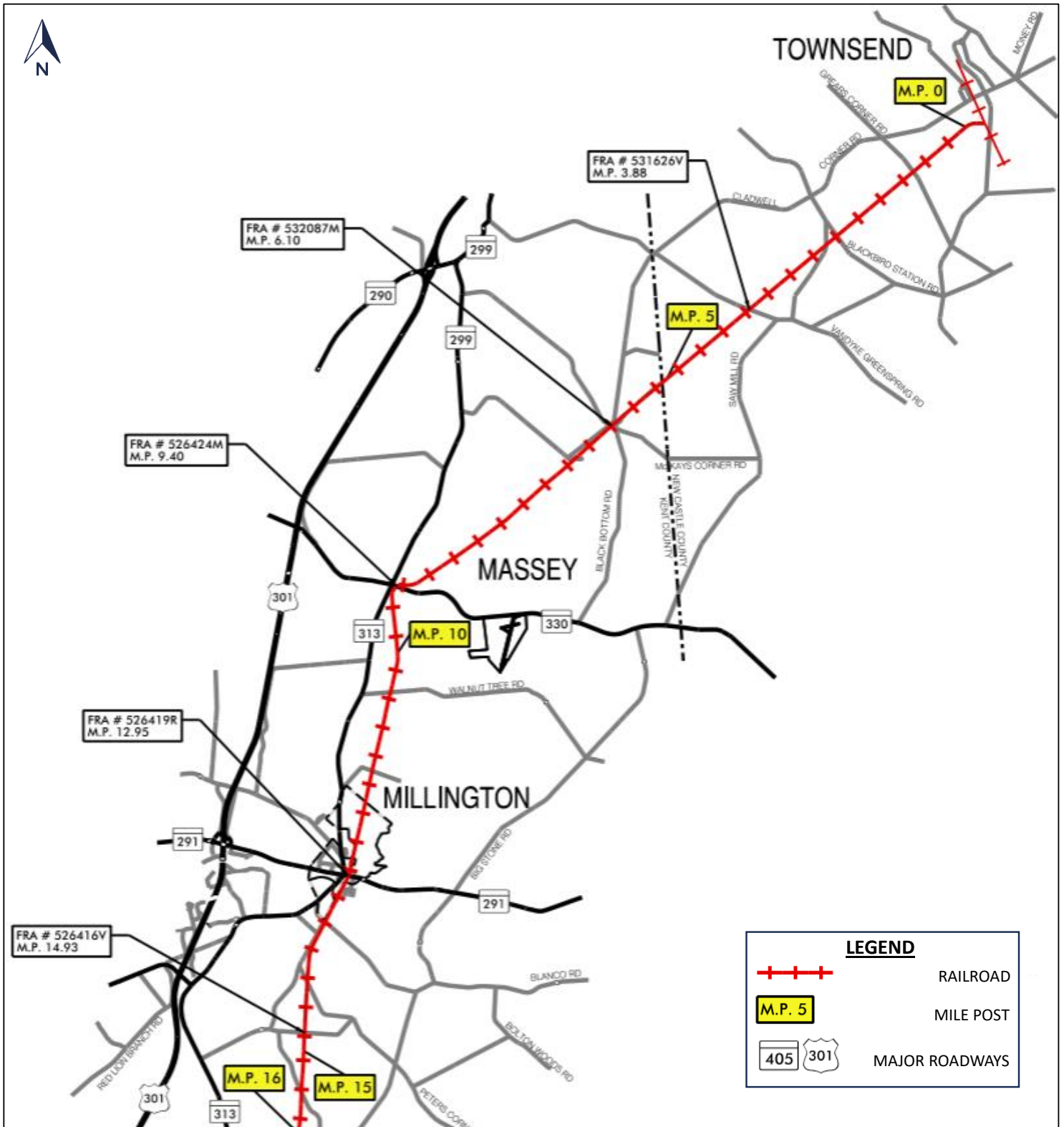


Figure 1a – Centreville Line North

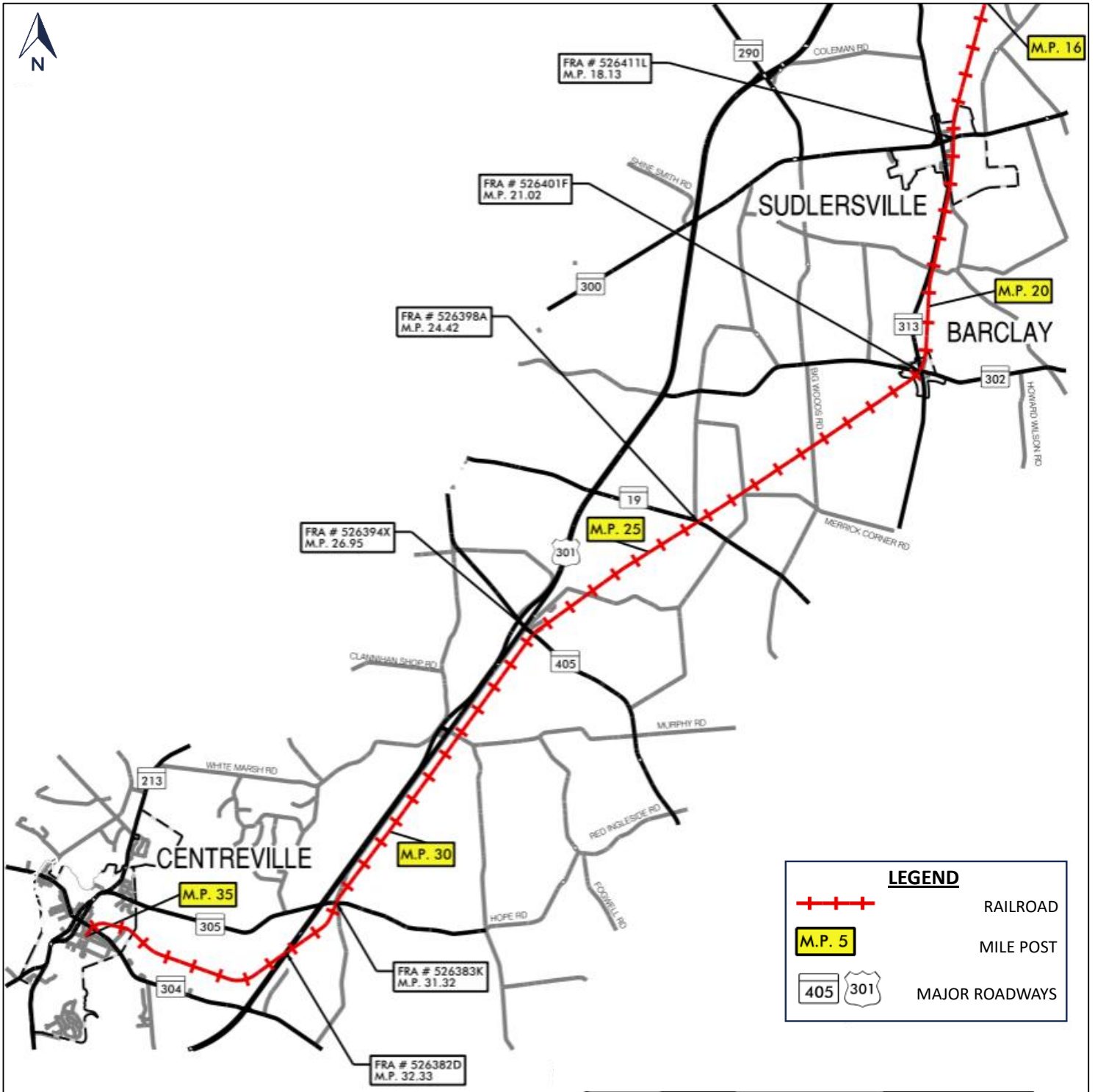


Figure 1b – Centreville Line (South)

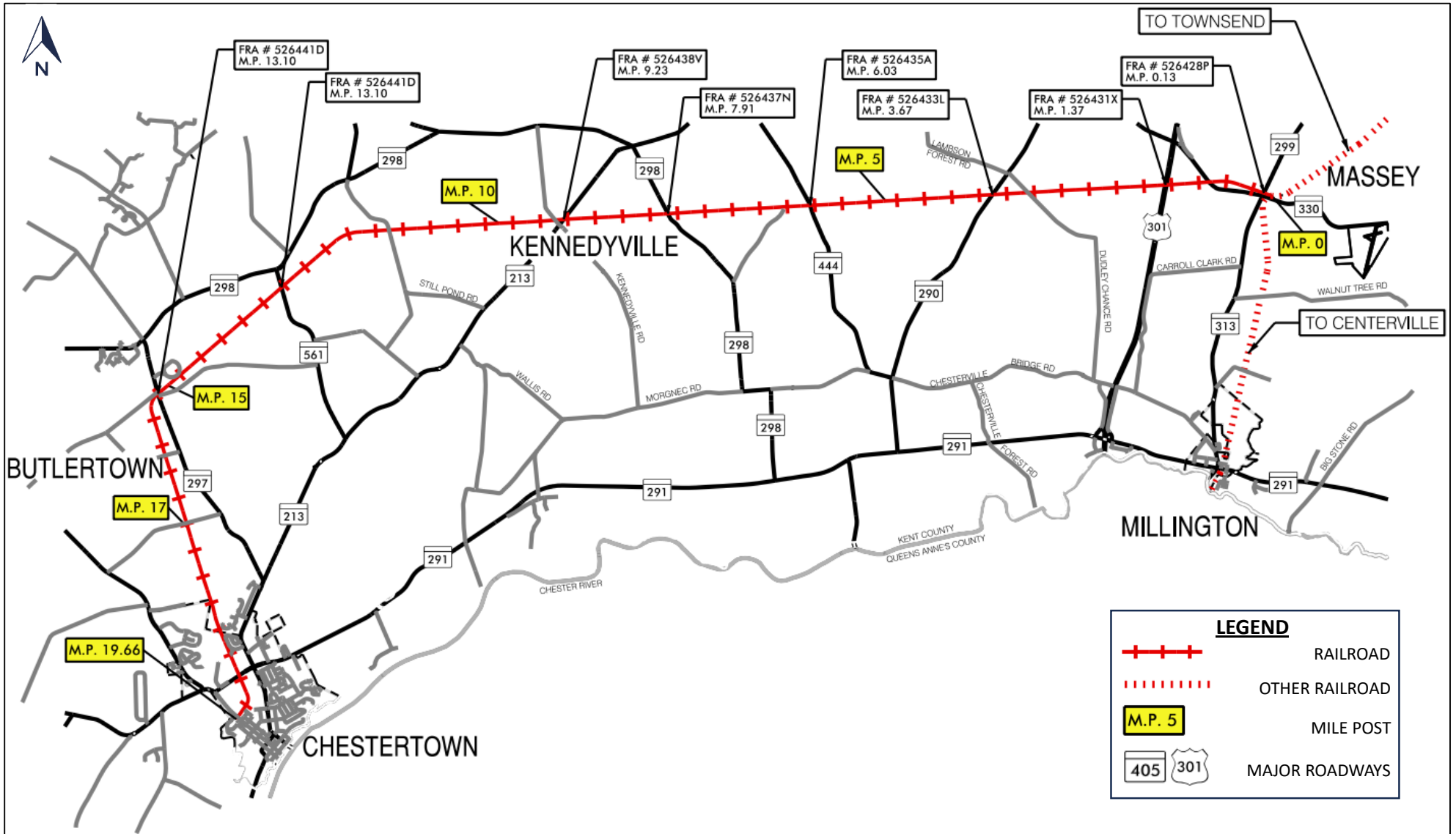


Figure 2 – Chestertown Line

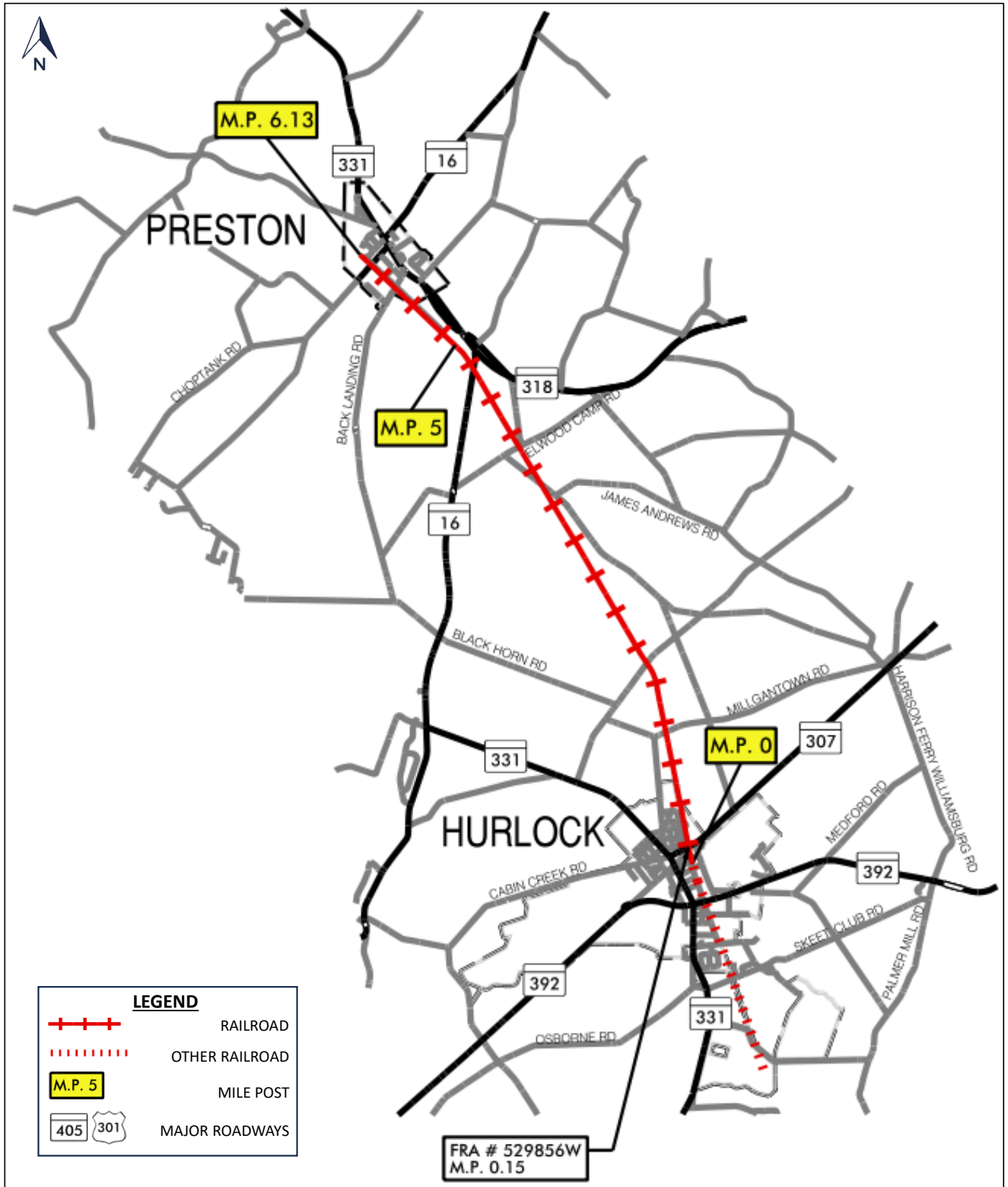


Figure 3 – Preston Track

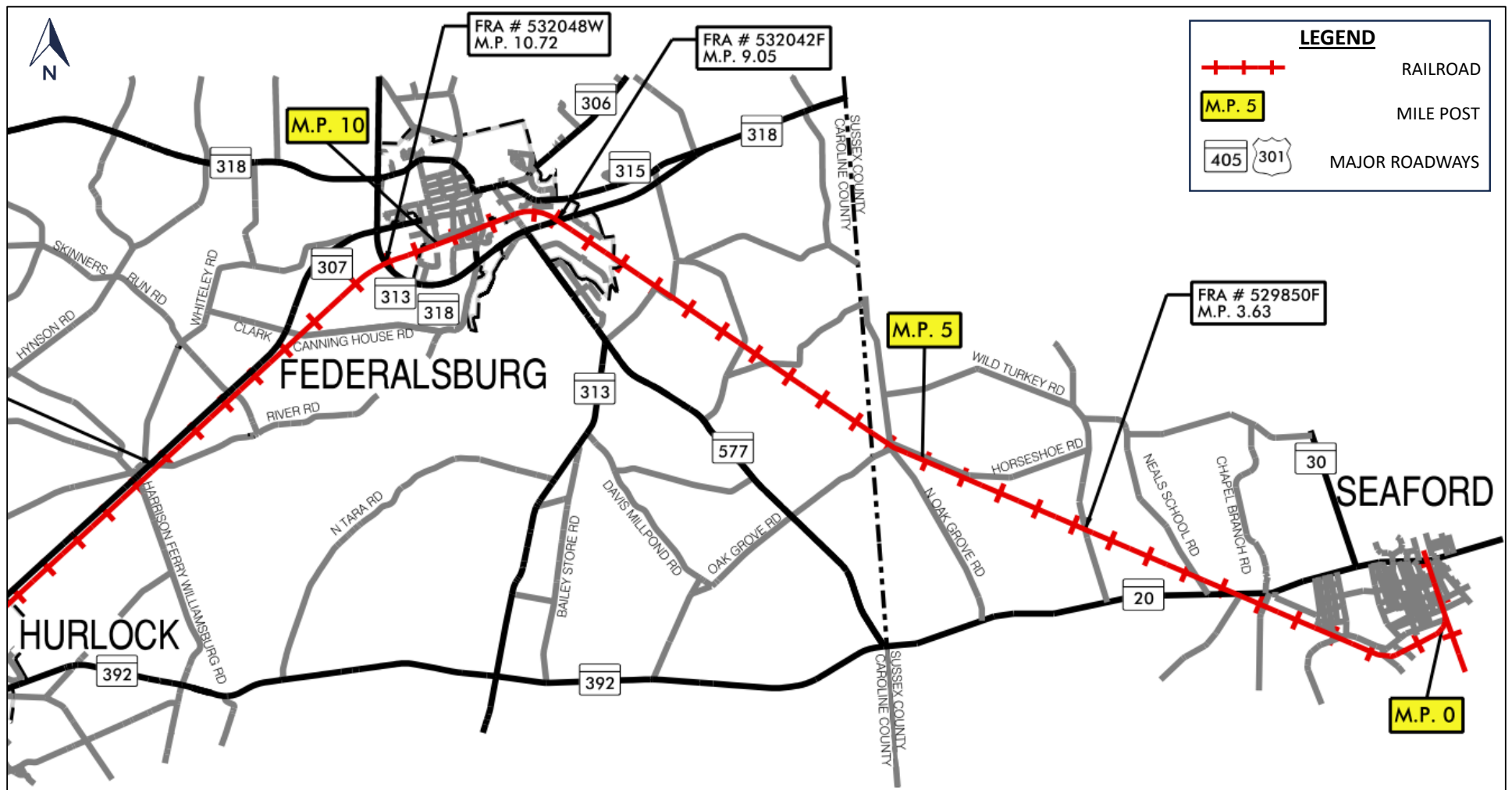


Figure 4a – Cambridge Line (East)

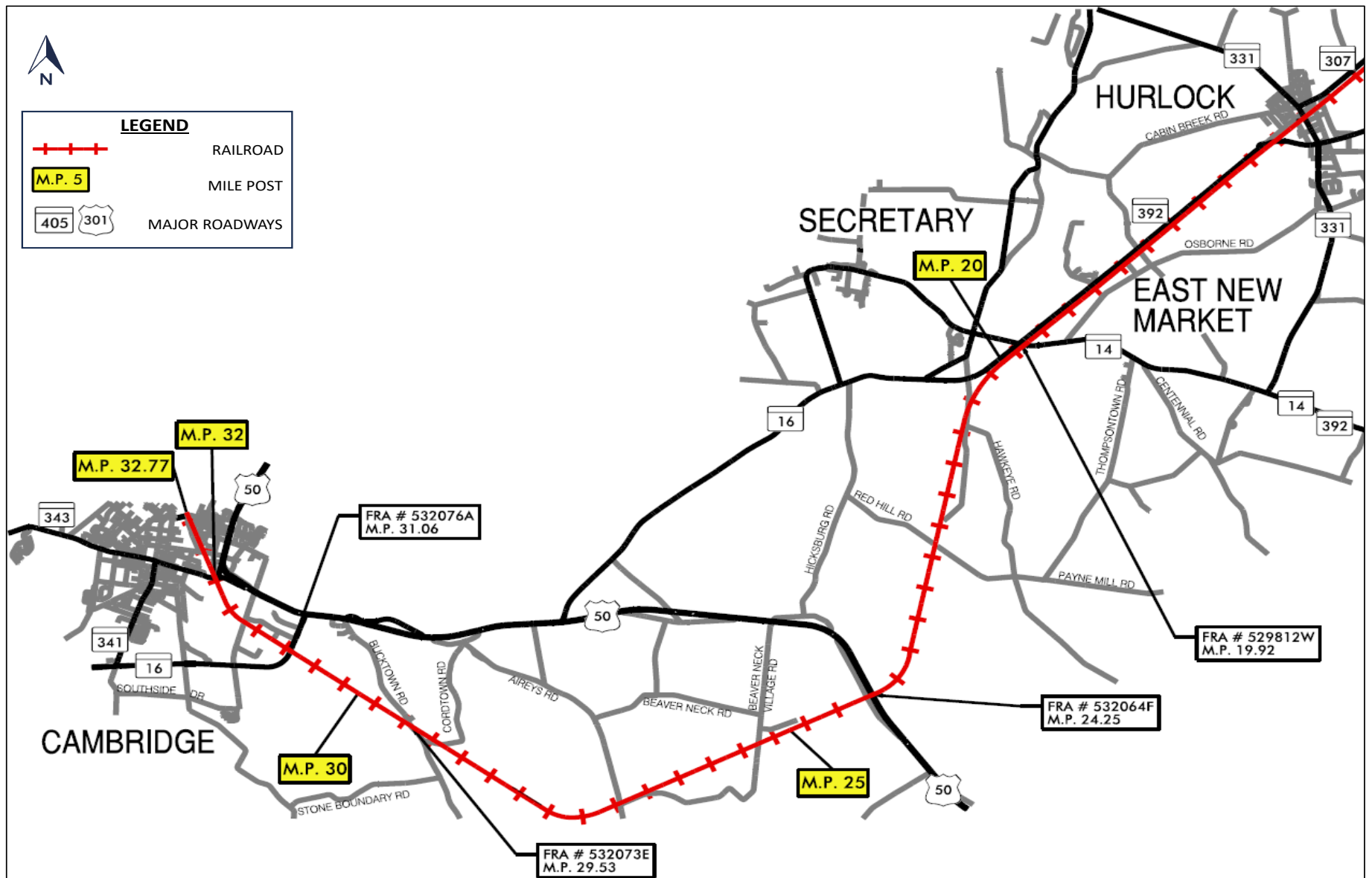
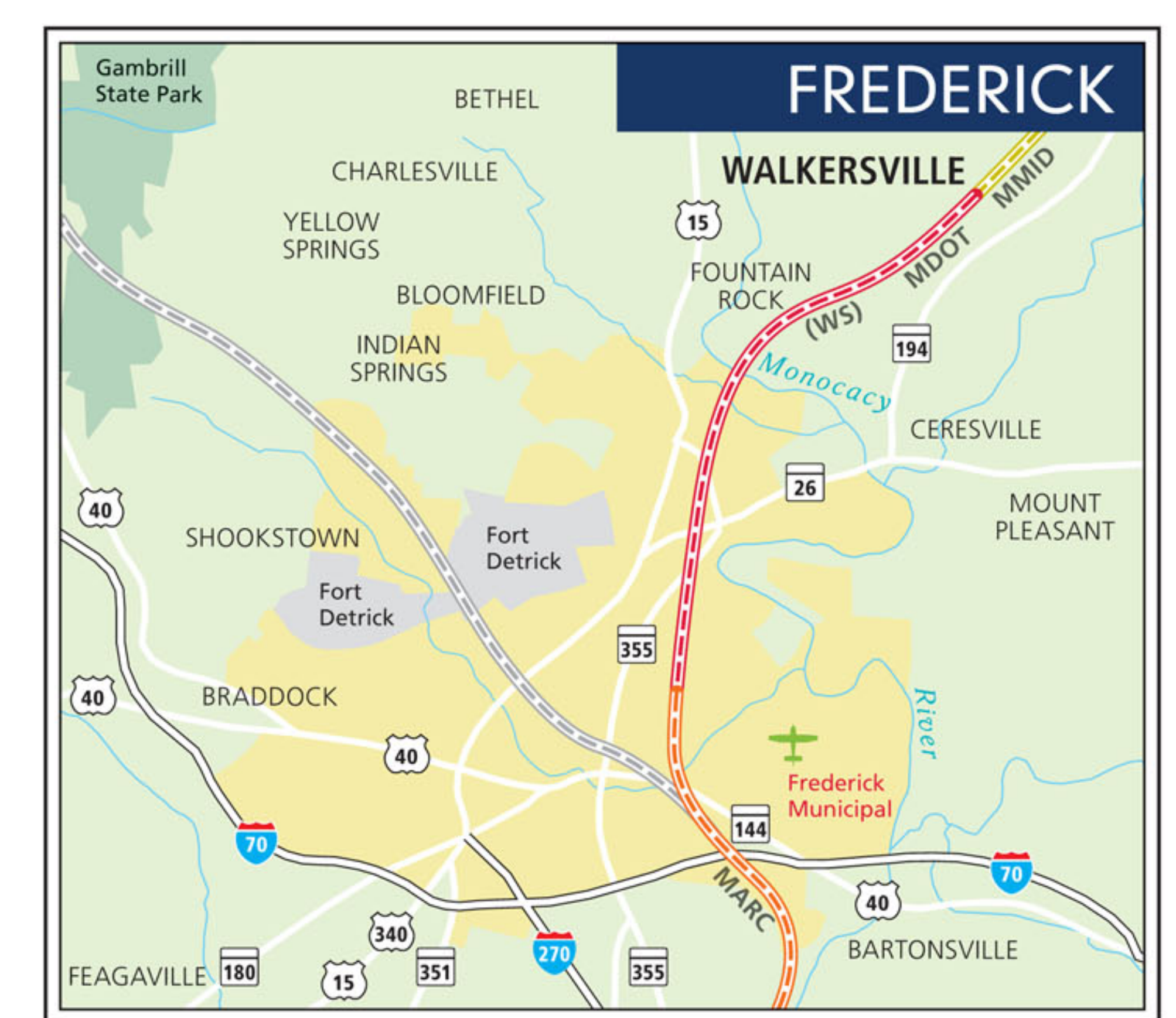
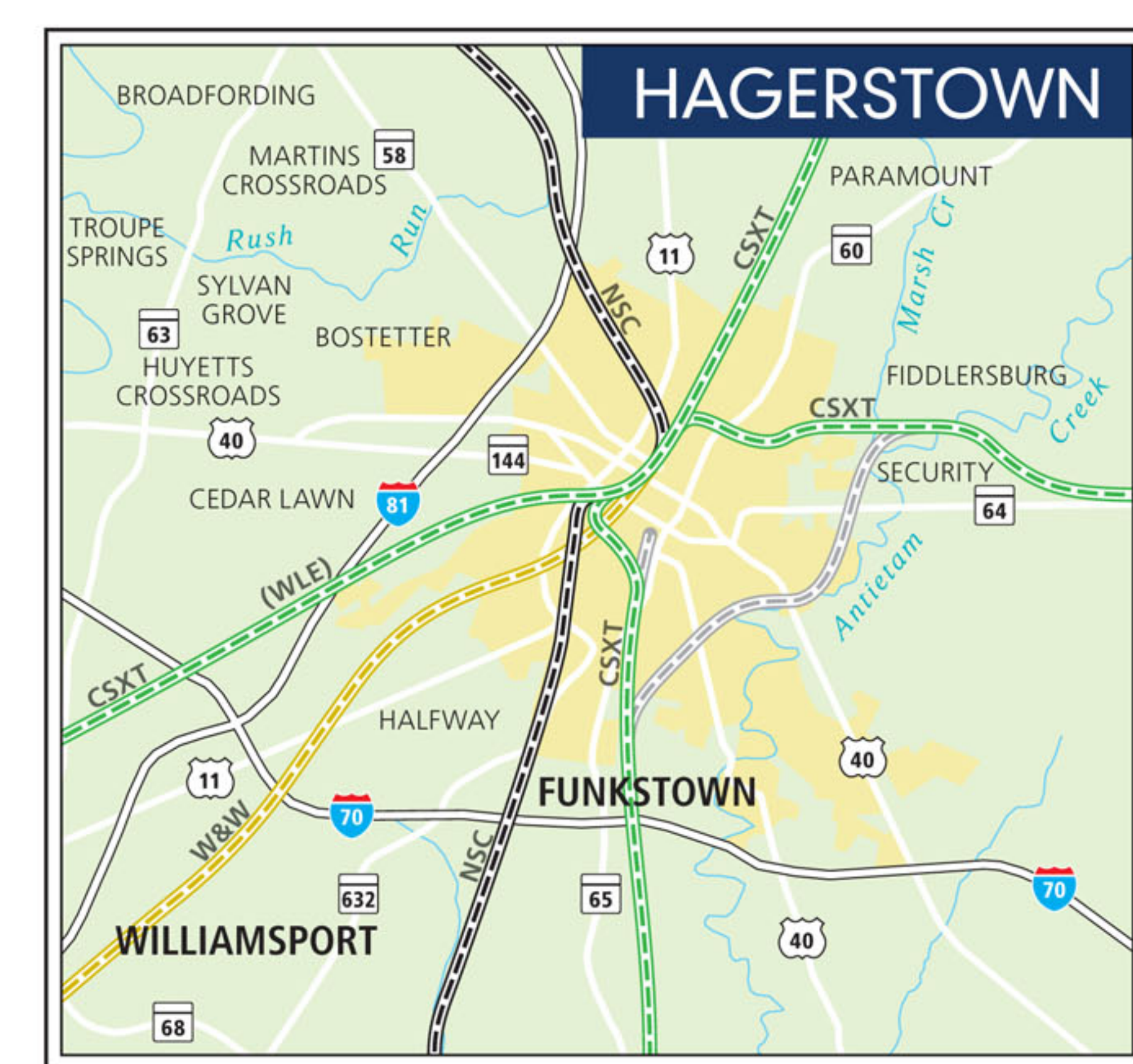
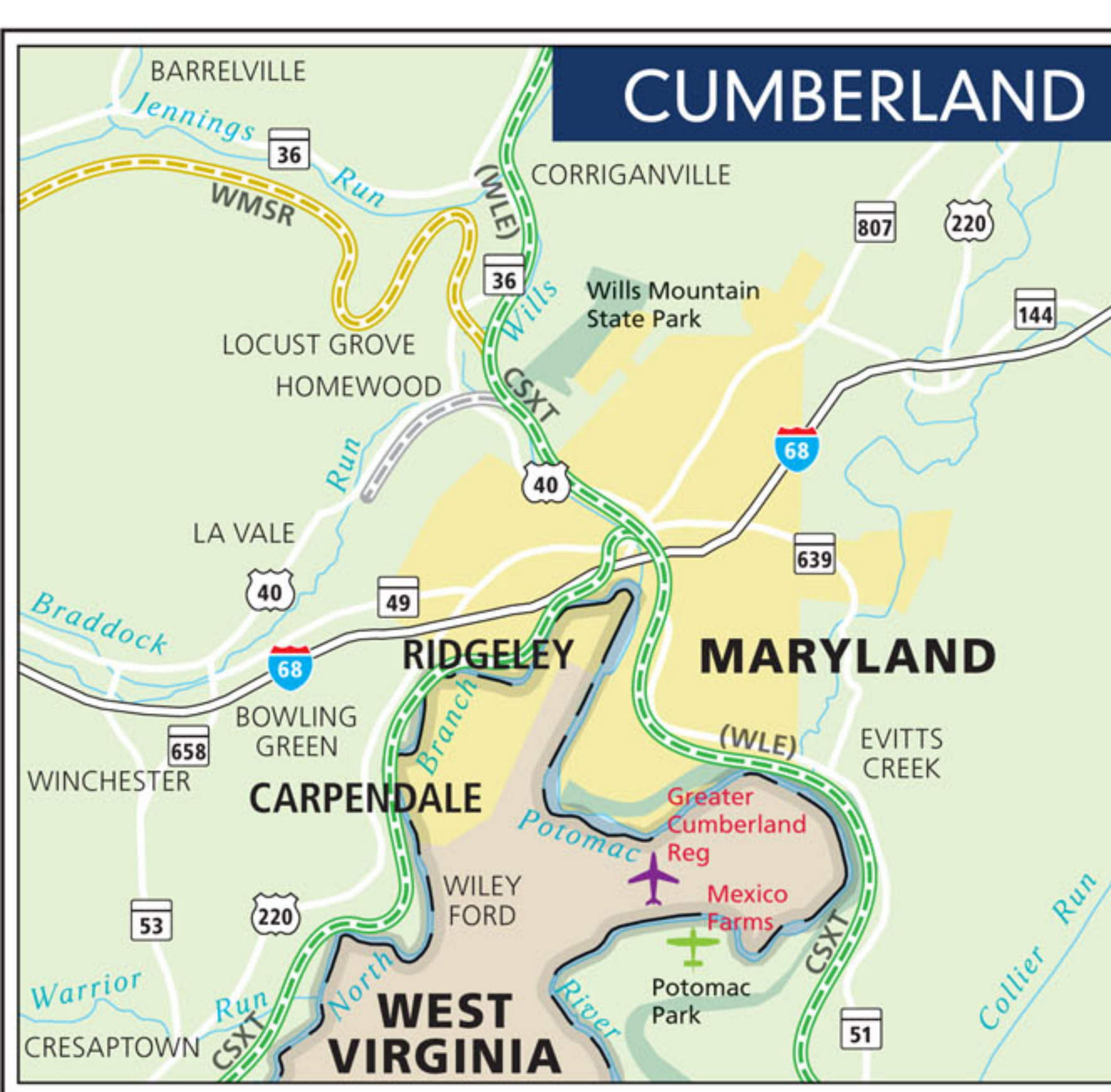
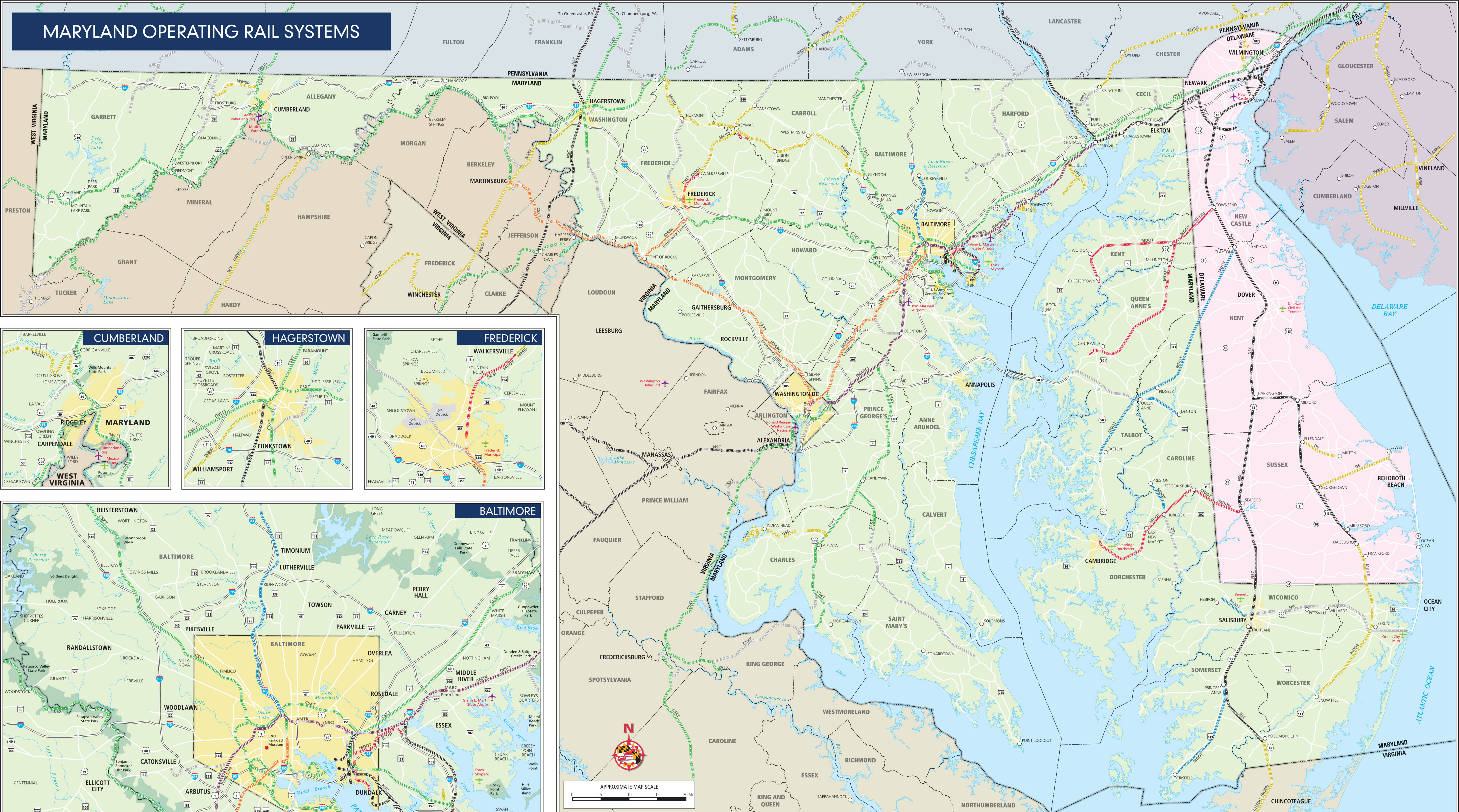


Figure 4b – Cambridge Line (West)

MARYLAND OPERATING RAIL SYSTEMS



LEGEND MARYLAND OPERATING RAIL SYSTEMS

- | | | | |
|-------|---|-------|--|
| AMTK | National Railroad Passenger Corporation (AMTRAK) | NSC | Norfolk Southern Corporation |
| ANTDC | Acomack-Norhampton Transportation District Commission | PA | Commonwealth of Pennsylvania |
| BCRR | Bay Coast Railroad | PBR | Patapsco and Back Rivers Railroad |
| BVR | Brandywine Valley Railroad | SBVR | South Branch Valley Railroad |
| CP | Canadian Pacific | SEPTA | Southeastern Pennsylvania Transportation Authority |
| CSAO | Conrail Shared Assets Operations | USG | United States Government |
| CSXT | CSX Transportation | VRE | Virginia Railway Express |
| CTN | Canton Railroad | WLE | Wheeling and Lake Erie Railroad |
| DE | State of Delaware | WMSR | Western Maryland Scenic Railroad (Allegany County) |
| DPL | Delmarva Power and Light Company | WS | Walkersville Southern Railroad |
| DV | Delaware Valley Railway | WV | State of West Virginia |
| MARC | Maryland Rail Commuter Service | WW | Wilmington Western Railroad |
| MDDE | Maryland and Delaware Railroad | W&W | Winchester and Western Railroad Company |
| MDOT | Maryland Department of Transportation | YKR | York Rail |
| MMID | Maryland Midland Railway | () | Operating Agreement |

- MARC Train Camden and Brunswick Line
- MARC Train Penn Line
- State-Owned Active Rail Line
- State-Owned Inactive Rail Line
- Other Inactive Rail Line
- State Boundary
- County Boundary

