



MULTIMODAL FREIGHT PROJECTS

MARYLAND DEPARTMENT OF TRANSPORTATION

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Maryland's economy benefits when goods movement is safe, efficient, and reliable over the State's freight network. The COVID-19 global pandemic has made the importance of maintaining the critical supply chain network clearer than ever. During this crisis the reliance on goods movement has been essential to keeping front line workers safe and goods on the shelves as a vital part of our economy. The freight network is still a priority of the Maryland Department of Transportation (MDOT) to ensure that the network of highways, railways, waterways, and airports are ready to handle the current level and changed patterns of freight movement and the anticipated growth of goods movement.

MDOT is working to keep Maryland moving toward recovery and is still implementing many multimodal freight mobility solutions, advancing supply chains through transportation improvements, and expanding freight transportation options throughout the State. Investing in freight related projects will help improve logistical transportation for over 82,000 freight industry businesses to continue to employ about 1.5 million people and contribute \$123.4 billion annually to the State's economy.

How is Maryland accommodating goods movement today?

With everyone dealing with the COVID-19 pandemic MDOT is still moving forward with multiple plans and programs which include freight projects in various stages of development from concept to construction. Highway improvement, maintenance, and capacity projects run the gamut of Intelligent Transportation Systems (ITS) applications for protecting roadways from damage to increasing safe havens for truck drivers. 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.

Public Partnerships and Megaprojects Propel Movement of Goods into the Future

The Port of Baltimore and the entire supply chain network will continue to benefit from key partnerships with the private sector that support essential goods movement. The P3 agreement with Ports America Chesapeake continues to solidify the Port's position as Maryland's economic engine. Work is progressing on a second 50-foot berth that will allow the Port to accommodate two massive ships at the same time. That berth, and four additional supersized cranes, are expected to be operational by summer 2021. Together, with support from USDOT, CSX Transportation and the MDOT Maryland Port Administration will be reconstructing the 125-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 will unlock immeasurable potential for Maryland's freight rail network and increase Baltimore's already well-positioned reach into the American heartland.

Also, MDOT is looking to update the Maryland Strategic Goods Movement 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 again with carriers, shippers, and freight network users to update the strategy so it continues 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 established in federal surface transportation authorization.

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 \$3.0 billion. The list also identifies costs for Port projects by marine terminal and costs for highway freight related projects in each county. Additional information on individual projects can be found under the respective sections later in this document.

MULTIMODAL FREIGHT REPORT
(\$ in 000'S)

PROJECT NAME

SIX YEAR TOTAL

Maryland Port Administration

Dredged Material Placement and Monitoring	\$	72,067
Reconstruction Berths 1- 6 at Dundalk Marine Terminal, Phase III (Berth 3)	\$	34,000
South Locust Point Cruise Terminal	\$	35
Chrome Ore Processing Residue Remediation (COPR)	\$	20,601
Cox Creek Dredged Material Containment Facility Expansion and Related Projects	\$	68,610
Dredged Material Management Program	\$	5,797
Seagirt Marine Terminal Modernization - Phase 1 - Berth Improvements	\$	33,964
Howard Street Tunnel Project (INFRA GRANT)	\$	441,000
Seagirt Marine Terminal Modernization - Phase 2 Loop Channel Improvements	\$	1,500
Hawkins Point Algal Flow Way TMDL	\$	4,000
Mid-Chesapeake Bay Island Ecosystem Restoration Project	\$	32,414
Paul S. Sarbanes Ecosystem Restoration Project at Poplar Island	\$	63,044
Mid-Bay Island Option	\$	32,414
Hart-Miller Island Related Projects	\$	17,473

Maryland Transportation Authority

I-95 John F. Kennedy Memorial Highway - Rehabilitate Decks on Three Bridges on I-95 in Cecil County	\$	6,407
I-95 John F. Kennedy Memorial Highway - I-95/Belvidere Road Interchange Study	\$	57,574
US 301 Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge - Replace Nice/Middleton Bridge	\$	517,287
I-95 John F. Kennedy Memorial Highway - Express Toll Lanes (ETL) Northern Extension	\$	817,084

State Highway Administration

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MD 175, Annapolis Rd: Md 175 from Brock Ridge to MD 295 Interchange (Anne Arundel)	\$	54,761
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BALTIMORE COUNTY

I-83, Harrisburg Expressway	\$	9,515
I-695, Baltimore Beltway, Bridge on Putty Hill Avenue	\$	13,080
I-695, Baltimore Beltway, US 40 to MD 144	\$	32,692
I-695, Baltimore Beltway. Traffic Management	\$	175,229

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<u>PROJECT NAME</u>	<u>SIX YEAR TOTAL</u>
<u>State Highway Administration (cont'd)</u>	
BALTIMORE COUNTY (cont'd)	
I-695, Baltimore Beltway - Interchange reconstruction at I-70	\$ 176,638
CALVERT	
MD 2/4, Solomons Island Road - Widening from Fox Run Boulevard to MD 231	\$ 8,406
FREDERICK	
MD 180, Jefferson Pike	\$ 6,528
GARRETT	
US 219, Garrett Highway	\$ 5,601
MONTGOMERY	
I-270, Eisenhower Highway (ICM)	\$ 51,324
MD 355, Frederick Road, bridge over Little Bennett Creek.	\$ 2,389
MD 355, Rockville Pike, Woodmont Avenue/Glenbrook Parkway to South Wood Road/South Drive.	\$ 4,291
PRINCE GEORGE'S	
I-95/I-495, Capital Beltway, Bridges over Suitland Road	\$ 7,619
I-95/I-495, Capital Beltway, Bridges over Suitland Parkway	\$ 13,238
MD 210, Indian Head Highway	\$ 11,014
STATEWIDE	
Highway Safety Facilities and Equipment	\$ 37,640
Railroad Crossing	\$ 17,402
Traffic Relief Plan (Phase 2) Smart Traffic Signals	\$ 21,984
Traffic Relief Plan - Capital Beltway/I-270 Managed Lanes	\$ 40,119

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<u>PROJECT NAME</u>	<u>SIX YEAR TOTAL</u>
<u>State Highway Administration (cont'd)</u>	
WASHINGTON	
I-81, Maryland Veterans Memorial Highway	\$ 11,626
I-70, Eisenhower Memorial Highway	\$ 29,131
I-81, Maryland Veterans Memorial Highway	\$ 1,184
WICOMICO	
Bridge replacement over East Branch of the Wicomico River	\$ 1,074
WORCESTER	
US 113, Worcester Highway - Widening from north of MD 365 to Five Mile Branch	\$ 4,155
<u>The Secretary's Office</u>	
Port of Baltimore Incentive Pilot Program	\$ 1,402
Rosedale Grade Crossing Improvement Grant	\$ 777
Snow Hill Line Rehabilitation Grant	\$ 800