



# MULTIMODAL FREIGHT PROJECTS



## **MARYLAND DEPARTMENT OF TRANSPORTATION**

### **MULTIMODAL FREIGHT PROJECTS**

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 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 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?**

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 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.

### **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 was completed in 2021 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 now operational. 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.

MDOT completed an update to Maryland Freight Plan in November 2022 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 have also revamped our State Freight Advisory Committee to ensure that we work with all of our stakeholders on freight projects, policies and programs.

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. Through ITS and TSMO applications that can 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 \$3.1 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)

<u>PROJECT NAME</u>	<u>SIX YEAR TOTAL</u>
<b><u>Maryland Port Administration</u></b>	
Dredged Material Placement and Monitoring	\$ 54,436
Dundalk Marine Terminal Berth 3 Reconstruction	\$ 10,770
Chrome Ore Processing Residue Remediation (COPR)	\$ 23,532
Cox Creek Dredged Material Containment Facility Expansion and Related Projects	\$ 58,740
Dredged Material Management Program	\$ 5,711
Howard Street Tunnel Project (INFRA GRANT)	\$ 443,500
Seagirt Marine Terminal Modernization - Loop Channel Improvements	\$ 741
Mid-Chesapeake Bay Island Ecosystem Restoration Project	\$ 120,986
Paul S. Sarbanes Ecosystem Restoration Project at Poplar Island	\$ 72,026
Masonville Dredged Material Containment Facility Expansion and Related Projects	\$ 88,361
Seagirt Marine Terminal Modernization - Terminal Improvements	\$ 86,700
Dundalk Marine Terminal Resiliency and Flood Mitigation	\$ 42,200
Port of Baltimore Rail Capacity Modernization Project	\$ 22,400
Fairfield Marine Terminal Pier 4 Reconstruction	\$ 17,689
Hart-Miller Island Related Projects	\$ 15,931
<b><u>Maryland Transit Administration</u></b>	
Freight Rail Program	\$ 14,198
Frederick Douglass Tunnel	\$ 137
<b><u>Maryland Transportation Authority</u></b>	
I-95 John F. Kennedy Memorial Highway - Construct Interchange at Belvidere Road	\$ 69,765
I-95 Fort McHenry Tunnel - Convert to Cashless Tolling	\$ 15,852
US 50/301 Bay Bridge - Convert to Cashless Tolling	\$ 8,153
I-95 John F. Kennedy Memorial Highway - Structural Rehabilitation of the Millard E. Tydings Memorial Bridge	\$ 2,347
US 301 Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge - Replace Nice/Middleton Bridge	\$ 177,477
I-95 John F. Kennedy Memorial Highway - Express Toll Lanes (ETL) Northern Extension	\$ 796,347

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<b><u>PROJECT NAME</u></b>	<b><u>SIX YEAR TOTAL</u></b>
<b><u>State Highway Administration</u></b>	
<b>ALLEGANY</b>	
I-68 Cumberland Viaduct - Bridge deck replacement and bridge rehabilitation	\$ 34,741
<b>ANNE ARUNDEL</b>	
MD 175, Annapolis Road; from Sellner Road/Race Road to McCarron Court (MD 295 Interchange)	\$ 50,868
I-97 - TSMO - Geometric and ITS improvements from US 50 to MD 32	\$ 49,448
<b>BALTIMORE COUNTY</b>	
I-695, Baltimore Beltway, Bridge on Putty Hill Avenue	\$ 14,212
I-695, Baltimore Beltway, US 40 to MD 144 - Widening	\$ 15,313
I-695, Baltimore Beltway. Traffic Management	\$ 143,794
I-695, Baltimore Beltway - Interchange reconstruction at I-70	\$ 268,880
<b>FREDERICK</b>	
US 15, Frederick Freeway, and US 40, Frederick Freeway - Widening from I-70 to MD 26	\$ 139,626
<b>GARRETT</b>	
US 219, Chestnut Ridge Road - Relocation of US 219 from Old Salisbury Rd to PA State line	\$ 40,985
<b>HOWARD</b>	
TSMO System 1 - Geometric and ITS improvements to I-70, US 29, and US 40	\$ 54,594
<b>MONTGOMERY</b>	
I-270, Eisenhower Highway (ICM)	\$ 15,668
<b>PRINCE GEORGE'S</b>	
I-95/I-495, Capital Beltway - Bridge replacement over MD 4	\$ 37,824

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<b><u>PROJECT NAME</u></b>	<b><u>SIX YEAR TOTAL</u></b>
<b><u>State Highway Administration (cont'd)</u></b>	
<b>STATEWIDE</b>	
Highway Safety Facilities and Equipment	\$ 36,755
Railroad Crossing	\$ 30,224
Traffic Relief Plan (Phase 2) Smart Traffic Signals	\$ 38,821
<b>WASHINGTON</b>	
I-68, National Freeway - Bridge replacement over Creek Road	\$ 21,262
<b><u>The Secretary's Office</u></b>	
Port of Baltimore Incentive Pilot Program	\$ 1,425
Rosedale Grade Crossing Improvement Grant	\$ 1,400
Centreville Line Track Work Grant	\$ 1,000