



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 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, 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.

Public Partnerships and Megaprojects Propel Movement of Goods into the Future

While the tragic collapse of the Francis Scott Key Bridge in 2024 tested the resiliency of freight and goods movement in Maryland, the Port 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 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.

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 continues reconstruction of 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.

In 2025, 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 opportunity for job growth and economic growth for Eastern Shore Counties and the rail dependent customers along these lines.

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 continue to work with our State Freight Advisory Committee to ensure that we work with all of our stakeholders on freight projects, policies and programs.

On the Eastern Shore in 2024, the Maryland Department of Transportation completed a \$5 million construction project in Kent County, Maryland to improve drainage, track, and switches on state owned Chestertown freight rail line. This project leveraged Federal Rail Administration CRISI grant funds along with funds from the Department of Commerce, Kent County, two private

railroads, and one of the largest employers in Kent County to complete the project on schedule and on budget. Rail transportation continues to be a safe and environmentally friendly way to move freight in Maryland.

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 \$4.0 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.

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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	\$	65,152
Dundalk Marine Terminal Berth 3 Reconstruction	\$	-
Chrome Ore Processing Residue Remediation (COPR)	\$	27,435
Cox Creek Dredged Material Containment Facility Expansion and Related Projects	\$	45,269
Dredged Material Management Program	\$	-
Howard Street Tunnel Project	\$	462,071
Seagirt Marine Terminal Modernization - Loop Channel Improvements	\$	761
Mid-Chesapeake Bay Island Ecosystem Restoration Project	\$	329,658
Paul S. Sarbanes Ecosystem Restoration Project at Poplar Island	\$	45,830
Masonville Dredged Material Containment Facility Expansion and Related Projects	\$	81,577
Seagirt Marine Terminal Modernization - Terminal Improvements	\$	0
Dundalk Marine Terminal Resiliency and Flood Mitigation	\$	71,452
Port of Baltimore Rail Capacity Modernization Project	\$	22,400
Fairfield Marine Terminal Pier 4 Reconstruction	\$	7,180
Zero Emission Locomotives for CSX Curtis Bay Yard	\$	23,169
Hart-Miller Island Related Projects	\$	13,384
<u>Maryland Transit Administration</u>		
Freight Rail Program	\$	14,619
Frederick Douglass Tunnel	\$	201,226
MARC NEC Susquehanna River Bridge Replacement	\$	18,845
<u>Maryland Transportation Authority</u>		
I-95 John F. Kennedy Memorial Highway - Construct Interchange at Belvidere Road	\$	56,110
I-95 Fort McHenry Tunnel - Convert to Cashless Tolling	\$	817
US 50/301 Bay Bridge - Convert to Cashless Tolling	\$	25
I-95 John F. Kennedy Memorial Highway - Structural Rehabilitation of the Millard E. Tydings Memorial Bridge	\$	-
US 301 Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge - Replace Nice/Middleton Bridge	\$	18,538
I-95 John F. Kennedy Memorial Highway - Express Toll Lanes (ETL) Northern Extension	\$	467,314

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<u>PROJECT NAME</u>		<u>SIX YEAR TOTAL</u>
<u>State Highway Administration</u>		
ALLEGANY		
I-68 Cumberland Viaduct - Bridge deck replacement and bridge rehabilitation	\$	3,585
ANNE ARUNDEL		
MD 175, Annapolis Road; from Sellner Road/Race Road to McCarron Court (MD 295 Interchange)	\$	37,816
I-97 - Geometric and ITS improvements from US 50 to MD 32	\$	1,642
BALTIMORE COUNTY		
I-695, Baltimore Beltway, Bridge on Putty Hill Avenue	\$	16,350
I-695, Baltimore Beltway, US 40 to MD 144 - Widening	\$	355
I-695, Baltimore Beltway. Traffic Management	\$	105,349
I-695, Baltimore Beltway - Interchange reconstruction at I-70	\$	15,000
Bridge deck overlays at I-95/I-695 Interchange	\$	10,195
FREDERICK		
US 15, Frederick Freeway, and US 40, Frederick Freeway - Widening from I-70 to MD 26	\$	78,245
GARRETT		
US 219, Chestnut Ridge Road - Relocation of US 219 from Old Salisbury Rd to PA State line	\$	16,083
HOWARD		
I-70, Geometric and ITS improvements from MD 32 to I-695	\$	7,304
MONTGOMERY		
I-270, Eisenhower Highway - innovative congestion management (ICM) on I-270 including the east and west I-270 spurs (31.5 miles)	\$	4,000

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<u>PROJECT NAME</u>		<u>SIX YEAR TOTAL</u>
<u>State Highway Administration (cont'd)</u>		
PRINCE GEORGE'S		
I-95/I-495, Capital Beltway - Bridge replacement over MD 4	\$	57,638
STATEWIDE		
Highway Safety Facilities and Equipment	\$	26,535
Railroad Crossing	\$	37,711
Traffic Relief Plan (Phase 2) Smart Traffic Signals	\$	34,968
WASHINGTON		
MARYLAND VETERANS MEMORIAL HIGHWAY – MD 63/MD 68 TO CSX BRIDGES	\$	67,296
I-70, Eisenhower Memorial Highway - replacement and widening of dual bridge decks and superstructures over MD 65 and CSX	\$	-
I-81, Maryland Veterans Memorial Highway - Widening and upgrades from MD 63/MD 68 to CSX railroad bridges north of Halfway Boulevard	\$	67,296
I-70 Bridge rehabilitation over I-81 and Norfolk Southern Railroad and Bridge replacement over US 11	\$	55,417
Bridge replacement on I-70 over Crystal Falls Drive	\$	6,292
I-68, National Freeway - Bridge replacement over Creek Road	\$	11,029
<u>The Secretary's Office</u>		
Port of Baltimore Incentive Pilot Program	\$	1,026
Rosedale Grade Crossing Improvement Grant	\$	1,400
Centreville & Chestertown Lines Track Work	\$	9