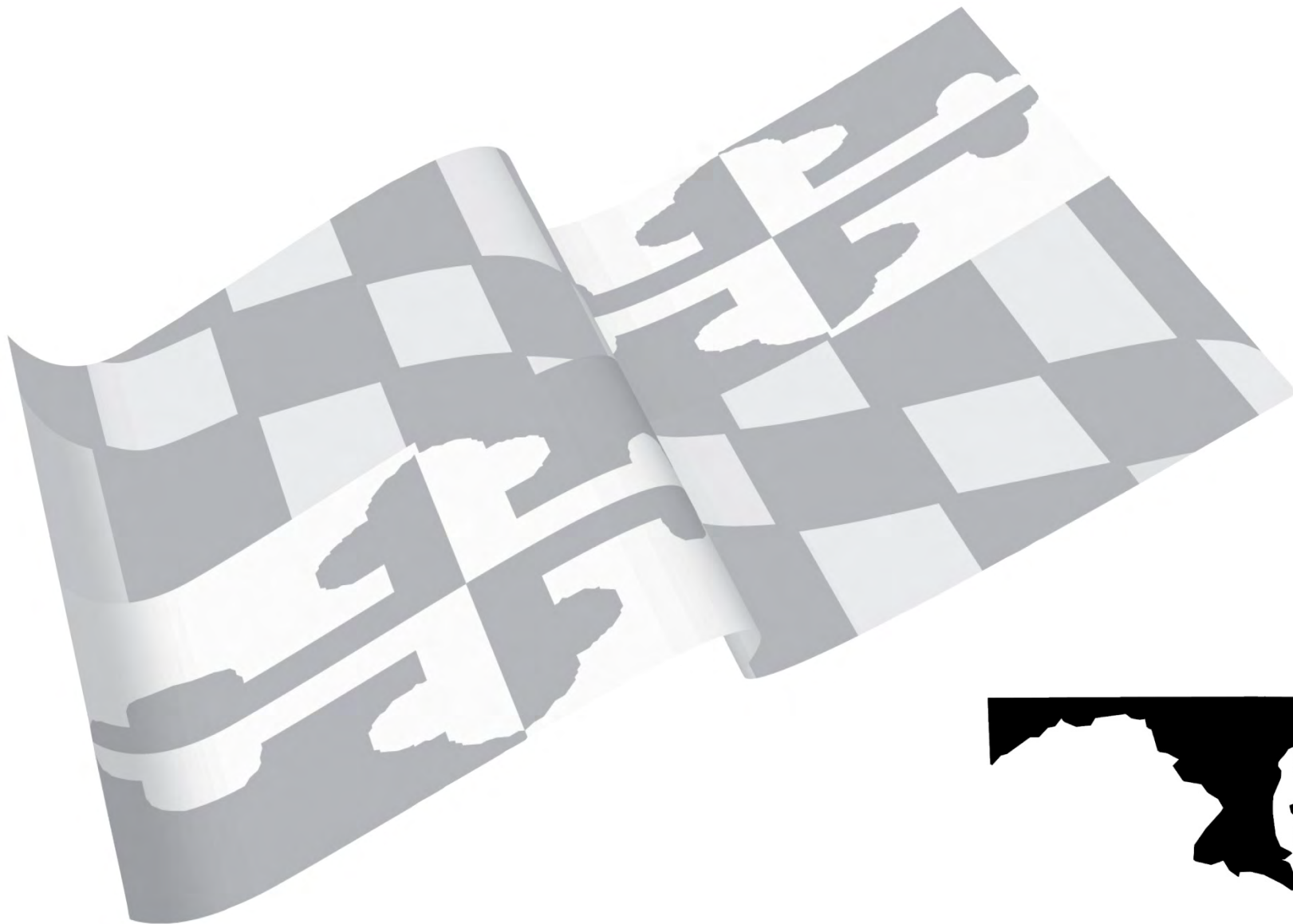




MULTIMODAL FREIGHT PROJECTS

MARYLAND DEPARTMENT OF TRANSPORTATION

MULTIMODAL FREIGHT PROJECTS

Maryland's multimodal transportation system is essential to the State's economy. An efficient transportation system provides a competitive advantage to businesses in a local, regional, national, and global marketplace. Transportation directly impacts the viability of a region as a place that people want to live, work and play, 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 in 2024 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 reconstruction of the Francis Scott Key Bridge will restore the critical travel and goods movement to and from the Port and beyond. 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.

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 315 million tons of freight, valued at \$386.8 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?

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 Private Partnerships and Megaprojects Propel Movement of Goods into the Future

Together with support from USDOT, CSX Transportation, and the Maryland Port Administration (MPA) completed the reconstruction of the 131-year-old Howard Street Tunnel and improvement of vertical clearances at 21 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.

The Public Private Partnership (P3) agreement with the private port operator, 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. Since the inception of the P3 agreement in 2010,

Ports America Chesapeake has invested over \$600 million at Seagirt Marine Terminal. With the assistance of a \$13.3 million Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant, Ports America Chesapeake will start construction on the Intermodal Container Transfer Facility Modernization Project in October 2026 that will complement the investments made in the Howard Street Tunnel project.

MDOT will continue efforts to establish a P3 for the long-term operations, maintenance, and state of good repair of the state-owned freight railroad lines on the Eastern Shore into 2027. This partnership will increase opportunities for job growth and economic growth for Eastern Shore Counties and the rail-dependent customers along these lines.

In late 2025, MDOT awarded \$1.2 million to five projects under the first ever Maryland Freight Rail Grant Program (FRGP). The FRGP offers state 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 awarded in the first-round support rail rehabilitation, resilience efforts, corridor preservation, and improvements for rail-served businesses. An additional \$3.35 million for the FRGP is available for project awards through 2030.

Policy, Planning, and Innovation for the Future of Freight

In December, MDOT will publish the 2026 update to the Maryland State Freight Plan (SFP) that contains specific policy recommendations and provides guidance for development of freight programs at the Port, on rails, highways, and in the air. The SFP sets a vision 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.” The Plan builds upon that vision by being a statewide guide for developing, selecting, and evaluating multimodal transportation projects that impact freight. MDOT will partner with carriers, shippers, and freight network stakeholders to implement the SFP strategies so they continue to work for the entire transportation system and the state as a whole. This comprehensive and holistic approach 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. 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.

In addition to these efforts, 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 CTP, 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.

MULTIMODAL FREIGHT REPORT
(\$ in 000'S)

<u>PROJECT NAME</u>		<u>SIX YEAR TOTAL</u>
<u>Maryland Port Administration</u>		
Dredged Material Placement and Monitoring	\$	52,588
Chrome Ore Processing Residue Remediation (COPR)	\$	42,044
Cox Creek Dredged Material Containment Facility Expansion and Related Projects	\$	106,285
Howard Street Tunnel Project	\$	11,357
Seagirt Marine Terminal Modernization - Loop Channel Improvements	\$	15,983
Mid-Chesapeake Bay Island Ecosystem Restoration Project	\$	299,686
Paul S. Sarbanes Ecosystem Restoration Project at Poplar Island	\$	51,025
Masonville Dredged Material Containment Facility Expansion and Related Projects	\$	65,276
Dundalk Marine Terminal Resiliency and Flood Mitigation	\$	9,135
Port of Baltimore Rail Capacity Modernization Project	\$	22,400
Fairfield Marine Terminal Pier 4 Reconstruction	\$	-
Reduced Emission Locomotives for CSX Curtis Bay Yard	\$	23,169
Hart-Miller Island Related Projects	\$	14,000
<u>Maryland Transit Administration</u>		
Freight Rail Program	\$	8,842
Frederick Douglass Tunnel	\$	301,577
FRT Warner Street Highway Rail Grade Crossing	\$	1,526
MARC NEC Susquehanna River Bridge Replacement	\$	32,860
<u>Maryland Transportation Authority</u>		
I-95 John F. Kennedy Memorial Highway - Construct Interchange at Belvidere Road	\$	21,010
US 301 Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge - Replace Nice/Middleton Bridge	\$	-
I-95 John F. Kennedy Memorial Highway - Express Toll Lanes (ETL) Northern Extension	\$	153,456
<u>State Highway Administration</u>		
ALLEGANY		
I-68 Cumberland Viaduct - Bridge deck replacement and bridge rehabilitation	\$	1,550

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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)	\$ 9,938
I-97; US 50 to MD 32 - Safety and mobility improvements	\$ 183,344
BALTIMORE COUNTY	
I-695, Baltimore Beltway, Bridge on Putty Hill Avenue	\$ 23,042
I-695, Baltimore Beltway, US 40 to MD 144 - Widening	\$ -
I-695, Baltimore Beltway. Traffic Management	\$ 66,964
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	\$ -
FREDERICK	
US 15, Frederick Freeway, and US 40, Frederick Freeway - Widening from I-70 to MD 26	\$ 263,637
GARRETT	
US 219, Chestnut Ridge Road - Relocation of US 219 from Old Salisbury Rd to PA State line	\$ 14,963
HOWARD	
I-70, Geometric and ITS improvements from MD 32 to I-695	\$ 6,852
MONTGOMERY	
I-270, Eisenhower Highway - innovative congestion management (ICM) on I-270 including the east and west I-270 spurs (31.5 miles)	\$ -
PRINCE GEORGE'S	
I-95/I-495, Capital Beltway - Bridge replacement over MD 4	\$ 82,302

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<u>PROJECT NAME</u>		<u>SIX YEAR TOTAL</u>
<u>State Highway Administration (cont'd)</u>		
STATEWIDE		
Highway Safety Facilities and Equipment	\$	31,920
Railroad Crossing	\$	39,395
Traffic Relief Plan (Phase 2) Smart Traffic Signals	\$	13,387
WASHINGTON		
MARYLAND VETERANS MEMORIAL HIGHWAY – MD 63/MD 68 TO CSX BRIDGES	\$	78,708
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	\$	30,892
I-70, Eisenhower Memorial Highway - Bridge replacement on I-70 over Crystal Falls Drive	\$	-
I-68, National Freeway - Bridge replacement over Creek Road	\$	-
<u>The Secretary's Office</u>		
Freight Grant - Massey to Millington Freight Rail Rehabilitation Project	\$	400
Rosedale Grade Crossing Improvement Grant	\$	3,759
Freight Grant - FDRT Denton Spur Choptank Bridge Feasibility Study	\$	110
Freight Grant - 100-Year Storm Floodplain Study	\$	7
MDOT Freight Rail Grant Program	\$	3,083