



OPTIMIZING MARYLAND'S MTA- OWNED FREIGHT RAIL LINES

A PUBLIC-PRIVATE PARTNERSHIP APPROACH

Delmarva Freight Winter Meeting 2024



Public-Private Partnerships in Maryland

Presolicitation Report
Recommendations
Legislative Review
Final Approvals
Procurement



- PRESOLICITATION REPORT -

*Optimizing Maryland's MTA-Owned Freight Rail Lines
for Ongoing Rail Service
through Public-Private Partnership*

Prepared in accordance with the requirements established by:

Md. Code, State Fin. & Proc. §10A-201

Md. Code, State Government §2-1257

Code of Maryland Regulations (COMAR) 11.01.17.07

October 9th, 2024

www.mdot.maryland.gov/freight-rail

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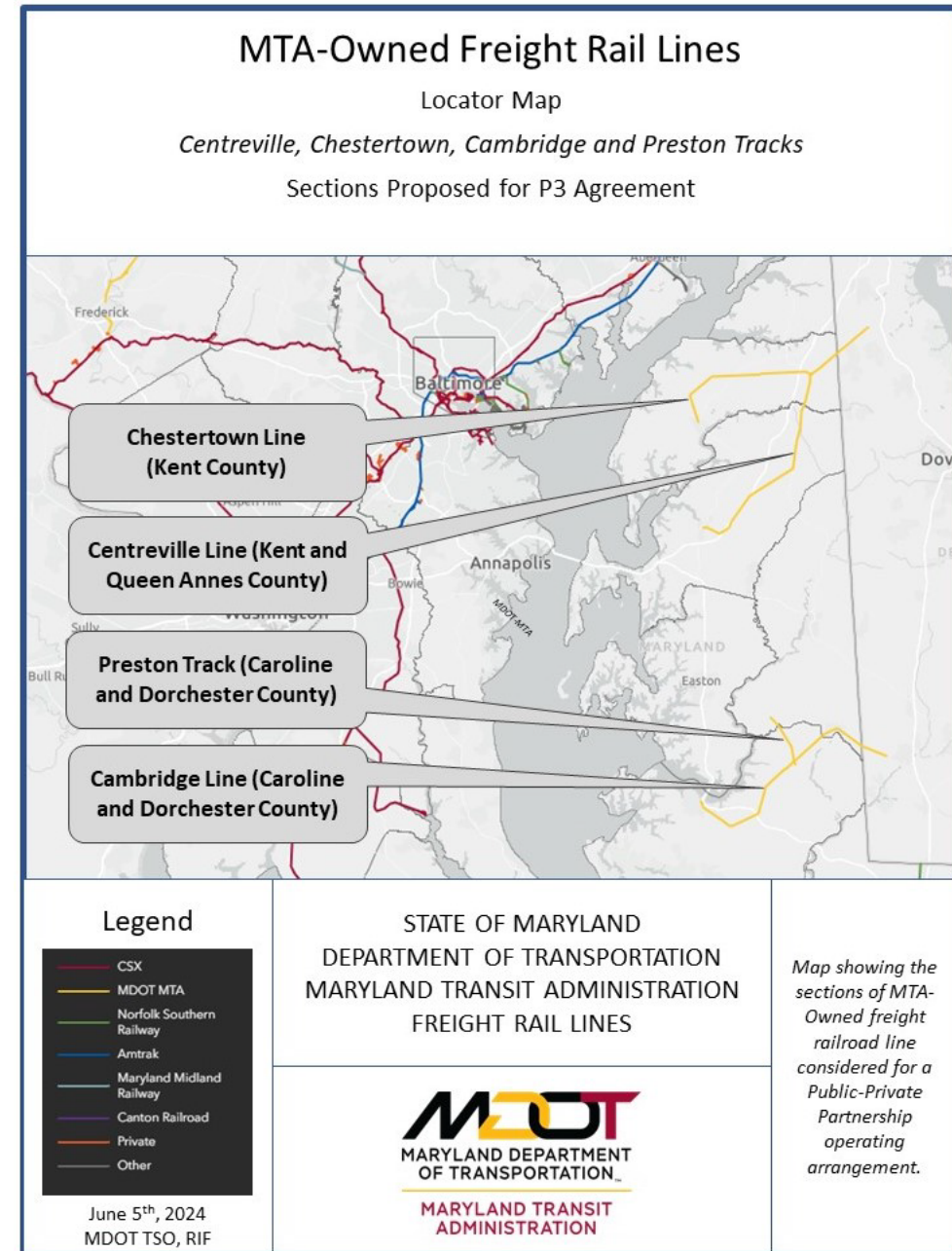
Seagirt Marine Terminal Public-Private Partnership

- 2008
- Successful P3 Implementation
- Unlocked private investment
- 50-year agreement



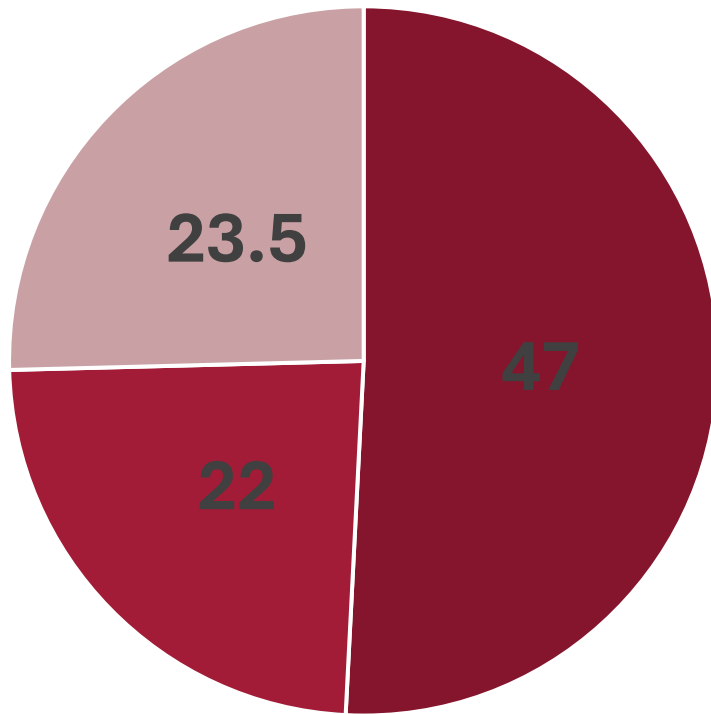
The Corridors

- Four rail corridors to be included in P3
 - Cambridge Line
 - Centreville Line
 - Chestertown Line
 - Preston Track



Current Conditions

By Corridor Length (Mi)



■ Not Upgraded (51%) ■ Rail Banked (24%) ■ Upgraded (25%)



Past Management Approach (1982-Present)

- State retains many capital responsibilities
- State provides operating subsidy



Future Growth Potential

- Rail as alternative to truck transport
- Bulk and Chemical sector advantages
- Economies of Scale



Public Private Partnership 2025

- Seeking increased private investment in addition to Federal and State support
- Long term framework, 40 years
- Risk Sharing with improved operator management tools





Office of Rail & Intermodal Freight

Questions & Feedback

