



## Background

The National Gateway Freight Rail Clearance Project is an \$850 million public-private partnership and improvement program that will enable double-stack trains to move more efficiently and is supported by the states of Maryland, Ohio, Pennsylvania, West Virginia, and Virginia.

Phase 1 of the National Gateway Project will increase vertical tunnel and bridge clearances along the CSX Transportation Inc.'s (CSX) rail corridor enabling double-stacked intermodal railcars to be transported through Maryland, Ohio, Pennsylvania, and West Virginia. The vertical clearance requirements will be improved by a number of methods including track lowering, bridge removals, and other various bridge and tunnel modifications.

Within Phase 1, there are 11 tunnels that have clearance deficiencies (existing tunnels that cannot accommodate the height of double stack freight rail service). The CSX standards for double-stack operation specify a vertical clearance of greater than 21' above the top of the rail. In addition to the tunnel work, there are 29 other overhead obstructions that need to be removed or adjusted. These additional obstructions include: 8 bridge replacements; 8 bridge removals; 4 bridge raises; 2 bridge modifications; and 7 track modifications.

To date, almost one third of the National Gateway's Phase 1 clearance projects spanning the existing rail corridor between the intermodal yard near North Baltimore, Ohio and the yard at Chambersburg, Pennsylvania are either complete or currently underway.

Upon full completion of Phase 1, the National Gateway Project will create a highly efficient rail system connecting Midwest producers and consumers with mid-Atlantic ports and world markets. In addition to spurring economic growth throughout the region, this project will double intermodal capacity along the existing corridor without increasing noise, emissions, or the number of trains.

## How It All Works

The costs associated with this public-private partnership are leveraged by a combination of federal, state, and private funds. Federal funds have been provided through a Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant. The Federal Highway Administration (FHWA), Eastern Federal Lands Highway Division (EFLHD) is administering the project's implementation and oversight of the \$98 million TIGER grant for Phase 1 on behalf of the USDOT in collaboration with the states of Maryland, Ohio, Pennsylvania, and West Virginia.

The current total estimated cost to complete Phase 1 is \$188.6 million; this includes the Federal TIGER grant, \$30.5 million committed from the State of Ohio, \$35 million committed from the Commonwealth of Pennsylvania, and \$25.1 million committed from CSX.

To facilitate the coordination of all parties, two Memoranda of Agreement were executed among the FHWA/EFLHD, CSX and the states of Maryland, Ohio, Pennsylvania, and West Virginia. These documents establish roles and responsibilities for the review, oversight, and cooperative advancement of the National Gateway Project. FHWA/EFLHD is responsible for coordination and facilitation of the overall schedule for the entire Project, as well as for the management of the Federal funding.



## Project Benefits

Innovation and modernizations within the rail industry have made railroads one of the most efficient ways to transport freight. Shipping by rail delivers benefits to both consumers and other businesses within the supply chain. Trains can move one ton of freight nearly 500 miles on a single gallon of fuel, and one train can carry the load of 280 trucks. Double-stack trains traveling along the National Gateway can deliver twice as many goods on one trip, resulting in improved efficiency and cost savings, not to mention reducing truck traffic for safer highways.

- **Creation of Long-Term Jobs** — This public-private partnership will strengthen our nation’s economy and improve our environment through investment in freight rail infrastructure. The National Gateway will create over 50,000 jobs and is supported by a broad and diverse group of hundreds of public and private sector organizations, corporations and local businesses.
- **Economic Benefit** — Through investments in clearance projects and key intermodal terminals in these states, this project will drive more than \$10 billion of public benefits for the nation. This significant return on investment for the public is made possible by putting public dollars to work alongside private funds.
- **Sustainability and Livability** — By clearing existing rail routes for double-stack freight trains, the National Gateway will shift over 14 billion highway miles to rail and enable shippers to better utilize the environmental advantages of rail transportation, reducing CO2 emissions by almost 20 million tons, and fuel consumption by nearly 2 billion gallons. This project improves highway safety and congestion by maximizing the efficiency of freight rail, while significantly reducing emissions.
- **Infrastructure Repair and Maintenance** — This project will also facilitate the replacement of many old highway bridges, alleviating the expense of millions of public dollars in bridge construction and long-term bridge maintenance costs for the states.

