



MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND PORT ADMINISTRATION

**MARYLAND PORT ADMINISTRATION
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>SIX - YEAR TOTAL</u>
<u>Major Construction Program</u>	138.0	277.4	208.9	174.0	46.6	58.3	903.1
System Preservation	68.9	108.9	97.0	42.5	43.1	54.0	414.5
Expansion/Efficiency	62.9	160.5	104.5	124.0	-	-	452.0
Environment	6.2	7.9	7.3	7.4	3.4	4.3	36.7
<u>Major Development & Evaluation Program</u>	2.1	1.7	0.8	0.5	1.0	1.2	7.3
System Preservation	0.9	0.6	-	-	0.1	0.1	1.7
Safety & Security	0.4	0.4	0.4	0.4	0.4	0.4	2.4
Environment	0.8	0.6	0.4	0.1	0.5	0.7	3.2
<u>Minor Program</u>	31.2	46.7	45.4	34.1	42.6	33.6	233.6
System Preservation	23.6	42.7	42.6	32.7	41.4	32.3	215.3
Expansion/Efficiency	0.1	0.7	0.7	-	-	-	1.5
Safety & Security	3.7	1.2	0.4	0.1	-	-	5.4
Environment	2.9	1.0	1.0	0.6	0.6	0.8	6.9
Administration	0.9	1.1	0.8	0.6	0.6	0.5	4.4
<u>Capital Salaries, Wages & Other Costs</u>	5.1	5.0	5.0	5.0	5.0	5.0	30.1
TOTAL	176.4	330.7	260.1	213.5	95.2	98.1	1,174.0
Special Funds	108.4	188.2	149.0	134.0	94.3	98.1	772.0
Federal Funds	22.9	53.4	46.6	40.3	0.9	-	164.1
Other Funds	45.0	89.1	64.5	39.3	-	-	237.9

**PROJECT:** Hart-Miller Island Related Projects

DESCRIPTION: Hart-Miller Island is a 1,140-acre island located in Baltimore County that was formerly used for placement of dredged material from the shipping channels for the Port of Baltimore. The site operated from 1984 and ceased accepting dredged material in 2009. The southern portion, South Cell, of the site is open for passive recreation, and MDOT MPA is coordinating with the Department of Natural Resources on the development of the North Cell for a wildlife habitat and passive recreation.

PURPOSE & NEED SUMMARY STATEMENT: During its operational life, Hart-Miller Island was necessary to enable dredging of the shipping channels for the Port of Baltimore. The current work is necessary to complete the re-development of the site for public and ecological benefit.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|---|--|
| <input type="checkbox"/> Safe, Secure, and Resilient | <input type="checkbox"/> Quality & Efficiency |
| <input type="checkbox"/> Maintain & Modernize | <input checked="" type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input checked="" type="checkbox"/> Better Transportation Choices & Connections | |

SMART GROWTH STATUS:

- | | |
|--|---|
| <input type="checkbox"/> Project Not Location Specific | <input type="checkbox"/> Not Subject to PFA Law |
| <input checked="" type="checkbox"/> Project Inside PFA | <input checked="" type="checkbox"/> Grandfathered |
| <input type="checkbox"/> Project Outside PFA | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted |

EXPLANATION: The dredged material placed in the Hart-Miller Island facility was collected from Harbor and Bay channels and berths. The placement of this material at Hart-Miller Island allowed vessels to transport cargo to and from the Port of Baltimore.

STATUS: The facility ceased in-flow operations December 31, 2009. Maintenance and monitoring will continue until the North Cell is developed.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	100,202	84,335	1,688	2,667	2,500	2,600	2,700	2,700	2,700	15,867	0
Total	100,202	84,335	1,688	2,667	2,500	2,600	2,700	2,700	2,700	15,867	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	100,202	84,335	1,688	2,667	2,500	2,600	2,700	2,700	2,700	15,867	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: A related project is no longer active, therefore the previous costs (\$7.5 million) associated with it have been removed.



PROJECT: Dredged Material Placement and Monitoring

DESCRIPTION: This program supports the placement, monitoring and management of material dredged from the shipping channels for the Port of Baltimore. Costs associated with this program enable design and construction of containment sites, monitoring during and after placement, site operations at dredged material facilities, and innovative and beneficial reuse of dredged material.

PURPOSE & NEED SUMMARY STATEMENT: The Governor's Strategic Plan for Dredged Material Management identifies either specific sites and projects, or types of sites and projects for future dredged material placement. This program funds the development, construction and monitoring of selected dredged material management sites and projects to maintain the navigation channels that help the Port remain competitive and increase economic development.

SMART GROWTH STATUS: ☒ Project Not Location Specific ☐ Not Subject to PFA Law
☐ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet to Be Determined ☐ Exception Granted

STATUS: MDOT MPA continues to evaluate alternative dredged material placement sites and options. The Masonville and Cox Creek Dredged Material Containment Facilities and the Poplar Island Ecosystem Restoration project are accepting dredged material.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2024...	...2025...	...2026...	...2027...		
Planning	55,081	41,922	1,648	1,092	2,661	2,146	2,100	2,200	2,960	13,159	0
Engineering	21,933	11,171	3,371	5,518	4,779	466	0	0	0	10,763	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	47,266	28,224	3,313	5,152	8,440	2,200	0	0	3,250	19,042	0
Total	124,280	81,316	8,331	11,762	15,880	4,812	2,100	2,200	6,210	42,964	0
Federal-Aid	24,708	8,923	2,864	5,145	8,440	2,200	0	0	0	15,785	0
Special	99,572	72,393	5,467	6,617	7,440	2,612	2,100	2,200	6,210	27,179	0
Other	0	0	0	0	0	0	0	0	0	0	0

5206,5245-46,5260,5401,5418-20,5425-27

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: The cost for this program was reduced significantly due to the Masonville Dredged Material Containment Facility Expansion being broken out into a separate project.



PROJECT: Cox Creek Dredged Material Containment Facility Expansion and Related Projects

DESCRIPTION: The Cox Creek Dredged Material Containment Facility (DMCF) is an existing 144-acre dredged material placement site located in Anne Arundel County. The footprint of the DMCF is being expanded into the adjacent 93-acre upland area owned by MDOT MPA. The expansion will increase the capacity for the placement of dredged material from the shipping channels for the Port of Baltimore as part of the State's 20-Year Dredged Material Management Plan (DMMP). The dikes at the existing DMCF are also being raised as part of the expansion.

PURPOSE & NEED SUMMARY STATEMENT: Placement capacity for dredged material from Baltimore Harbor is currently provided by the existing Cox Creek and Masonville DMCFs. The capacity that is currently available is not adequate to accommodate necessary dredging of the shipping channels for the Port of Baltimore over the 20-year planning period of the State's DMMP. Expansion and raising of the existing dikes at Cox Creek are necessary to create capacity to ensure safe and efficient passage of shipping vessels calling at the Port of Baltimore.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|--|--|
| <input type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input checked="" type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

- SMART GROWTH STATUS:**
- | | |
|--|---|
| <input type="checkbox"/> Project Not Location Specific | <input type="checkbox"/> Not Subject to PFA Law |
| <input checked="" type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered |
| <input type="checkbox"/> Project Outside PFA | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted |

EXPLANATION: The Cox Creek DMCF is being expanded to increase capacity for the placement of dredged material from the shipping channels for the Port of Baltimore as part of the State's 20-Year Dredged Material Management Plan. This expansion, including raising the existing dikes, is necessary to create capacity to ensure safe and efficient passage of shipping vessels.

STATUS: Construction of the foundation for the dike raising is completed, and raising to +60 feet will commence this year; dredged material placement is planned to continue during the expansion project.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	765	765	0	0	0	0	0	0	0	0	0
Engineering	6,850	6,850	0	0	0	0	0	0	0	0	0
Right-of-way	1,011	1,011	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	229,692	127,339	13,222	19,195	23,414	24,147	12,100	13,412	10,086	102,354	0
Total	238,318	135,965	13,222	19,195	23,414	24,147	12,100	13,412	10,086	102,354	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	238,318	135,965	13,222	19,195	23,414	24,147	12,100	13,412	10,086	102,354	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: The project funding allocation increased by \$14.5 million due to the restoration of funding that was deferred last year due to reduced revenues related to the Covid-19 pandemic; minor revisions to the scope of this project have slightly lowered the total estimated cost.

5305, 5308, 5309, 5311



PROJECT: Dredged Material Management Program

DESCRIPTION: This project includes detailed studies with the U.S. Army Corps of Engineers to identify and assess potential dredged material placement sites consistent with Maryland's Dredged Material Management Program, emphasizing beneficial uses of dredged material for projects such as island and shoreline restoration.

PURPOSE & NEED SUMMARY STATEMENT: Available placement capacity for sediment dredged from navigational channels serving the Port of Baltimore is completely committed. The MPA must identify placement sites and uses for future dredged material. Studies and investigations are necessary to meet the requirements of the Dredge Material Management Act of 2001.

SMART GROWTH STATUS: ☒ Project Not Location Specific ☐ Not Subject to PFA Law
☐ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet to Be Determined ☐ Exception Granted

STATUS: Feasibility studies are underway

<div>POTENTIAL FUNDING SOURCE:</div> <div><input checked="" type="checkbox"/> SPECIAL<input type="checkbox"/> FEDERAL<input type="checkbox"/> GENERAL<input type="checkbox"/> OTHER</div>											
PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED									
	COST	THRU									
	(\$000)	CLOSE YEAR									
Planning	9,921	7,551	96	535	400	400	135	500	400	2,370	0
Engineering	8,764	7,528	366	375	361	0	0	100	400	1,236	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	8,258	5,858	804	414	422	400	382	382	400	2,400	0
Total	26,943	20,936	1,265	1,325	1,183	800	517	982	1,200	6,007	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	26,943	20,936	1,265	1,325	1,183	800	517	982	1,200	6,007	0
Other	0	0	0	0	0	0	0	0	0	0	0

5217, 5220, 5221, 5224

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: The cost decrease of over \$41 million is due to the removal of the historical costs of a program that is no longer funded as part of MDOT MPA's capital program.



PROJECT: Innovative Reuse and Beneficial Use of Dredged Material

DESCRIPTION: MPA continues to implement the Innovative Reuse and Beneficial Use Strategy to advance the reuse of dredged material from channels serving the Port of Baltimore.

PURPOSE & NEED SUMMARY STATEMENT: The Dredged Material Management Act of 2001 (DMMA) established the Dredged Material Management Program (DMMP) and the DMMP Executive Committee to ensure that the federal navigational channels in the Chesapeake Bay and Baltimore Harbor remain open for waterborne commerce and to provide oversight and guidance over the Port of Baltimore's dredging needs through a rolling 20-year capacity and placement plan. Further, DMMA prioritizes beneficial use and innovative reuse alternatives over traditional dredged material placement methods. Solutions that can reuse dredged material extend the placement capacity at the Port of Baltimore's dredged material placement sites.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|--|--|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input checked="" type="checkbox"/> Environmental Protection |
| <input checked="" type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION: This project provides enhanced dredge placement capacity as well as environmental benefits.

- SMART GROWTH STATUS:** ☒ Project Not Location Specific ☐ Not Subject to PFA Law
- | | |
|--|---|
| <input type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered |
| <input type="checkbox"/> Project Outside PFA | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted |

STATUS: MDOT MPA continues to explore and test new methods to reuse dredged material from the Port of Baltimore harbor channels.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2024...	...2025...	...2026...	...2027...		
Planning	11,134	3,285	855	549	1,460	810	1,867	1,159	2,005	7,849	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	2,716	748	638	1,671	170	70	21	20	16	1,968	0
Total	13,850	4,033	1,493	2,219	1,630	880	1,888	1,179	2,021	9,817	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	13,850	4,033	1,493	2,219	1,630	880	1,888	1,179	2,021	9,817	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None

5005, 5007, 5241, 000181, 000182

**PROJECT:** Mid-Chesapeake Bay Island Ecosystem Restoration Project

DESCRIPTION: The Mid-Chesapeake Bay Island Ecosystem Restoration Project (Mid-Bay Project) will restore two eroding Chesapeake Bay islands, James and Barren, providing long-term capacity for sediment removed from the shipping channels serving the Chesapeake Bay. This project will restore 2,000 acres of important, scarce remote island habitat, both upland and wetlands, and provide shoreline protection from erosion by reducing wave energy. This project is cost-shared with the U.S. Army Corps of Engineers, and the funding shown here is only the state's contribution.

PURPOSE & NEED SUMMARY STATEMENT: The Mid-Bay Project will be used to place dredged material drawn from the approach channels to the Baltimore Harbor and C&D Canal's southern approach channels as Poplar Island reaches its capacity. This new capacity allows the Port of Baltimore to continue to maintain its channels to their authorized depths and allow safe passage of cargo ships entering and leaving the Port of Baltimore. This project is part of the Governor's Strategic Plan for Dredged Material Management that identifies either specific sites and projects, or types of sites and projects for future dredged material placement.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|--|--|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input checked="" type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

- SMART GROWTH STATUS:**
- | | |
|--|--|
| <input type="checkbox"/> Project Not Location Specific | <input type="checkbox"/> Not Subject to PFA Law |
| <input type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered |
| <input checked="" type="checkbox"/> Project Outside PFA | <input checked="" type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted |

EXPLANATION: The placement of this material at the Mid-Chesapeake Bay Island Ecosystem Restoration Project at James Island and Barren Island will allow the Port of Baltimore to maintain its channels to their authorized depths and allow safe passage of cargo ships entering and leaving the Port of Baltimore, and restores lost habitat due to sea level rise and erosion.

STATUS: This project is currently in the engineering and design phase.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,451	4,263	2,270	857	385	945	0	0	0	2,188	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	69,850	0	0	2,472	13,913	11,000	11,200	10,332	20,933	69,850	0
Total	76,300	4,263	2,270	3,329	14,298	11,945	11,200	10,332	20,933	72,037	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	76,300	4,263	2,270	3,329	14,298	11,945	11,200	10,332	20,933	72,037	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: The project funding allocation has increased by \$41.9 million due to plans for this project being in the process of finalization by the U.S. Army Corps of Engineers.



PROJECT: Paul S. Sarbanes Ecosystem Restoration Project at Poplar Island

DESCRIPTION: The Paul S. Sarbanes Ecosystem Restoration Project at Poplar Island is an international model of the beneficial use of dredged material restoring remote island habitat in the mid-Chesapeake Bay. In 1996, only five acres remained of the 1,140 acres that were documented in 1847. MDOT MPA, working with the U.S. Army Corps of Engineers, began restoring Poplar Island in the 1990s. In 2017, an expansion project began to increase the site's placement capacity and create 1,715 acres of restored habitat consisting of 777 acres of tidal wetlands, 828 acres of upland habitat, open water ponds, and a 110-acre open water embayment. This project is cost-shared with the U.S. Army Corps of Engineers, and the funding shown here is only the state's contribution.

PURPOSE & NEED SUMMARY STATEMENT: Poplar Island receives approximately 2 million cubic yards of dredged material, drawn from the approach channels to the Baltimore Harbor and C&D Canal's southern approach channels. This capacity allows the Port of Baltimore to maintain its channels to their authorized depths and allow safe passage of cargo ships entering and leaving the Port of Baltimore. This project is part of the Governor's Strategic Plan for Dredged Material Management that identifies either specific sites and projects, or types of sites and projects for future dredged material placement.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|--|--|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input checked="" type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION: The placement of this material at the Paul S. Sarbanes Ecosystem Restoration Project at Poplar Island allows the Port of Baltimore to maintain its channels to their authorized depths and allow safe passage of cargo ships entering and leaving the Port of Baltimore, and restores lost habitat due to sea level rise and erosion.

- SMART GROWTH STATUS:**
- | | |
|--|--|
| <input type="checkbox"/> Project Not Location Specific | <input type="checkbox"/> Not Subject to PFA Law |
| <input type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered |
| <input checked="" type="checkbox"/> Project Outside PFA | <input checked="" type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted |

STATUS: The Paul S. Sarbanes Ecosystem Project at Poplar Island continues to accept dredged material placement.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	17,283	14,075	1,235	622	548	466	500	572	500	3,208	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	201,468	138,945	5,595	5,356	11,686	17,181	9,050	9,750	9,500	62,523	0
Total	218,752	153,020	6,830	5,978	12,234	17,647	9,550	10,322	10,000	65,731	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	218,752	153,020	6,830	5,978	12,234	17,647	9,550	10,322	10,000	65,731	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: The project funding allocation increased by \$9.5 million primarily due to the addition of FY 2027 funding.

5101, 5103, 5105, 5402



PROJECT: Masonville Dredged Material Containment Facility Expansion and Related Projects

DESCRIPTION: The Masonville Dredged Material Containment Facility (DMCF) is an existing 193-acre dredged material placement site located in Baltimore City. The dikes are being raised at the facility to increase the capacity for the placement of dredged material from the shipping channels for the Port of Baltimore as part of the State's 20-Year Dredged Material Management Plan (DMMP). This program supports the placement, monitoring and management of material dredged from the shipping channels for the Port of Baltimore, and design and construction of containment sites, monitoring during and after placement, and site operations of the DMCF.

PURPOSE & NEED SUMMARY STATEMENT: Placement capacity for dredged material from Baltimore Harbor is currently provided by the existing Cox Creek and Masonville DMCFs. The capacity that is currently available is not adequate to accommodate necessary dredging of the shipping channels for the Port of Baltimore over the 20-year planning period of the State's DMMP. Raising of the existing dikes at Masonville is necessary to create capacity to ensure safe and efficient passage of shipping vessels calling at the Port of Baltimore.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|--|--|
| <input type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input checked="" type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

- SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law
- | | |
|--|---|
| <input checked="" type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered |
| <input type="checkbox"/> Project Outside PFA | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted |

EXPLANATION: The dikes are being raised at the Masonville DMCF to increase capacity for the placement of dredged material from the shipping channels for the Port of Baltimore as part of the State's 20-Year Dredged Material Management Plan. Raising the existing dikes is necessary to create capacity to ensure safe and efficient passage of shipping vessels.

STATUS: Masonville construction is resuming after funds had previously been reduced due to funding constraints related to the COVID-19 global pandemic. Construction is resuming with funding being restored for FY22, FY23, and FY24.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED									
	COST	THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	318,826	236,054	4,869	12,640	30,132	31,000	3,000	3,000	3,000	82,772	0
Total	318,826	236,054	4,869	12,640	30,132	31,000	3,000	3,000	3,000	82,772	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	318,826	236,054	4,869	12,640	30,132	31,000	3,000	3,000	3,000	82,772	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: This project was part of the Dredged Material Placement and Monitoring program, but has been broken out into its own separate project. Construction funding for FY22, FY23, and FY24 has been restored.

5232, 5235, 5237



PROJECT: Fairfield Masonville Stormwater Management Phase I

DESCRIPTION: This project will capture and convey the surface run-off from Masonville Dredged Material Containment Facility (DMCF) slopes and the land locked Kurt Iron Slip, and prepare the way for the next four stormwater management phases. The proposed system will also relieve the existing Fairfield Marine Terminal storm drain system by re-routing storm drain discharge.

PURPOSE & NEED SUMMARY STATEMENT: To capture and convey surface run-off from the Masonville DMCF, relieve the existing Fairfield Marine Terminal storm drain system, and provide increased conveyance capacity for development of the Kurt Iron Slip and other areas at Fairfield and Masonville terminals.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|--|--|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input checked="" type="checkbox"/> Environmental Protection |
| <input checked="" type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

- SMART GROWTH STATUS:**
- | | |
|--|---|
| <input type="checkbox"/> Project Not Location Specific | <input type="checkbox"/> Not Subject to PFA Law |
| <input checked="" type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered |
| <input type="checkbox"/> Project Outside PFA | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted |

EXPLANATION: This project is integral to Fairfield Marine Terminal and Masonville DMCF development. Phase 1 allows elevation of the DMCF dike above +30 to the targeted elevation of +42, increasing the capacity for dredged material. Installing stormwater drainage allows for the development of the Kurt Iron Slip for future development at the Port and prepares the way for additional stormwater management improvements throughout the terminal.

STATUS: Project design is underway.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	6,400	0	0	0	2,500	3,900	0	0	0	6,400	0
Total	6,400	0	0	0	2,500	3,900	0	0	0	6,400	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	6,400	0	0	0	2,500	3,900	0	0	0	6,400	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: This project was originally deferred due to reduced revenues related to the COVID-19 pandemic, but has since been reinstated into MDOT MPA's six-year Consolidated Transportation Program.



PROJECT: Reconstruction Berths 1- 6 at Dundalk Marine Terminal, Phase III (Berth 3)

DESCRIPTION: The western bulkhead at Dundalk Marine Terminal was part of the original Harbor Municipal Airport dating back to the 1930s; the marginal wharf was constructed in the early 1960s. This project will (in a phased approach) replace and deepen the berths to meet future cargo and vessel needs; heavy cargo vessels have grounded on the bottom at low tides. The berths will be designed to allow dredging to an eventual depth of 50 feet. The first phase funded reconstruction of Berths 5 and 6. Phase II funded Berth 4 reconstruction; Phase III will fund Berth 3 reconstruction.

PURPOSE & NEED SUMMARY STATEMENT: Berths 1-6 are essential to the Port because they handle a variety of cargoes, e.g., automobiles, forest products, roll-on/roll-off and other break-bulk (van packs). Age and a harsh marine environment require these berths be rehabilitated before they become unstable. The other berths (7-13) at Dundalk Marine Terminal are not viable alternatives because they are too distant from the warehouses and automobile lots.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|--|---|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION: This project will allow vessels with deeper drafts to make calls at the Dundalk Marine Terminal. Future vessels will be larger than current-day ships and carry more cargo. Rehabilitation of these berths will enable the movement of additional cargo across the terminal.

- SMART GROWTH STATUS:**
- | | |
|--|---|
| <input type="checkbox"/> Project Not Location Specific | <input type="checkbox"/> Not Subject to PFA Law |
| <input checked="" type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered |
| <input type="checkbox"/> Project Outside PFA | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted |

STATUS: Construction for Phase I (Berths 5 & 6) was completed in December 2006 and Phase II construction (Berth 4) was completed in November 2016. Phase III (Berth 3) construction started in FY21.

POTENTIAL FUNDING SOURCE:

- ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR					
							
							
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	33,981	7,939	7,939	14,000	10,000	2,043	0	0	0	26,043	0
Total	33,981	7,939	7,939	14,000	10,000	2,043	0	0	0	26,043	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	33,981	7,939	7,939	14,000	10,000	2,043	0	0	0	26,043	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project construction has begun, and funds are being expended.



PROJECT: Seagirt Marine Terminal Modernization - Phase 1 - Berth Improvements

DESCRIPTION: Phase one will improve Seagirt Marine Terminal Berth 3 which will provide a second 50-foot deep berth at the Seagirt Marine Terminal (SMT). Phase two of the project includes deepening and widening the remainder of the west access channel, known as the Seagirt Loop Channel.

PURPOSE & NEED SUMMARY STATEMENT: This project is necessary to remain competitive with other East Coast ports by increasing the number of deep berths available at SMT. Increasing the efficiency and safety of large container vessels entering and exiting SMT is required to remain competitive as the world's fleet evolves to larger ships. This project also leverages third party funds of approximately \$18.4 million.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|---|--|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input checked="" type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input checked="" type="checkbox"/> Better Transportation Choices & Connections | |

- SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law
- | | |
|--|---|
| <input checked="" type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered |
| <input type="checkbox"/> Project Outside PFA | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted |

EXPLANATION: Having a second deep water berth at Seagirt will allow more frequent calls from large container ships. It is estimated that the impact of the increased terminal capacity could contribute to approximately 1,950 direct/induced/indirect jobs, resulting in an increase of \$195 million in total economic activity.

STATUS: MDOT MPA is partnering with Ports America Chesapeake in a Public Private Partnership that has received a \$6.6 million BUILD grant through USDOT - MARAD. Project construction started in FY21, and deepening of Berth 3 to 50 feet has been completed; modernization/improvements to the Berth itself are underway.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project started in FY21 and funds have been expended.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	33,964	24,817	24,817	9,147	0	0	0	0	0	9,147	0
Total	33,964	24,817	24,817	9,147	0	0	0	0	0	9,147	0
Federal-Aid	6,555	791	791	5,764	0	0	0	0	0	5,764	0
Special	9,000	8,368	8,368	632	0	0	0	0	0	632	0
Other	18,409	15,658	15,658	2,751	0	0	0	0	0	2,751	0

5251; This includes funding from Ports America Chesapeake in the amount of \$18.4M.



PROJECT: Seagirt Marine Terminal Modernization - Phase 2 Loop Channel Improvements

DESCRIPTION: This is phase two of the Seagirt Modernization project, which will widen and deepen the loop channel to facilitate improved access at Seagirt Marine Terminal for the larger container ships that are now calling on East Coast ports. Phase one consists of deepening a second berth and landside improvements at Seagirt Marine Terminal Berth 3.

PURPOSE & NEED SUMMARY STATEMENT: This project is necessary to remain competitive with other East Coast ports by improving access to Seagirt Marine Terminal. This project will also improve safety for ships entering and exiting the Seagirt Marine Terminal

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law
☒ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet to Be Determined ☐ Exception Granted

STATUS: Studies are underway to assess widening and deepening the rest of the loop channel to Seagirt Marine Terminal.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,300	25	25	775	500	0	0	0	0	1,275	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,300	25	25	775	500	0	0	0	0	1,275	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,300	25	25	775	500	0	0	0	0	1,275	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None



PROJECT: Howard Street Tunnel Project (INFRA GRANT)

DESCRIPTION: The project consists of reconstructing the 126-year-old Howard Street Tunnel in Baltimore and improving the vertical clearance at 21 bridges between Baltimore and Philadelphia to create a double-stack rail corridor to and from the Port of Baltimore and along the entire East Coast.

PURPOSE & NEED SUMMARY STATEMENT: The project is needed to provide a more efficient way to move containerized cargo to and from the Port of Baltimore. The improved tunnel will allow the Port to attract more containers, resulting in additional jobs and economic growth for the region.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|---|--|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input checked="" type="checkbox"/> Environmental Protection |
| <input checked="" type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input checked="" type="checkbox"/> Better Transportation Choices & Connections | |

- SMART GROWTH STATUS:**
- | | |
|--|---|
| <input type="checkbox"/> Project Not Location Specific | <input type="checkbox"/> Not Subject to PFA Law |
| <input checked="" type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered |
| <input type="checkbox"/> Project Outside PFA | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted |

EXPLANATION: Creating this double-stack rail access will result in significant public benefits such as reduced highway congestion, increased roadway safety, decreased fuel consumption and improved air quality. Not only will the project address a long-standing bottleneck in the national rail network, but the improvements will be undertaken in a cost-effective manner, using public and private funds, with minimal impact to the public and environment.

STATUS: The project received final National Environmental Policy Act (NEPA) approval in June 2021, and construction is expected to begin in 2022.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☒ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2024...	...2025...	...2026...	...2027...		
Planning	4,500	2,500	0	2,000	0	0	0	0	0	2,000	0
Engineering	8,000	0	0	8,000	0	0	0	0	0	8,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	453,500	22,500	0	42,125	160,392	104,492	123,992	0	0	431,000	0
Total	466,000	25,000	0	52,125	160,392	104,492	123,992	0	0	441,000	0
Federal-Aid	128,000	0	0	10,000	40,000	40,000	38,000	0	0	128,000	0
Special	78,000	0	0	0	31,267	0	46,733	0	0	78,000	0
Other	260,000	25,000	0	42,125	89,125	64,492	39,258	0	0	235,000	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None



PROJECT: Chrome Ore Processing Residue Remediation (COPR)

DESCRIPTION: After years of COPR investigations, and submission of a Corrective Measures Alternative Analysis (CMAA), the Maryland Department of the Environment (MDE) directed MPA and Honeywell to implement enhanced isolation and containment of the COPR at Dundalk Marine Terminal (DMT). This requires relining storm drains in the COPR areas and installing enhanced long-term monitoring and maintenance of the site.

PURPOSE & NEED SUMMARY STATEMENT: Originally, chromium was believed to be good fill material; unfortunately, it is now known that a large portion of the chromium at DMT contains hexavalent chromium which is defined and regulated as a hazardous substance under Federal and State law. The studies and work plans required under the Consent Decree are designed to assess the chromium remediation. The CMAA was approved by the MDE in July 2012.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|--|--|
| <input type="checkbox"/> Safe, Secure, and Resilient | <input type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input checked="" type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION: Remediation of the affected areas located at the DMT will prevent hazardous substances generated by chrome ore residue from entering Baltimore Harbor. The application of Corrective Measures will enable the reclamation of chrome ore affected areas. The MPA will use these areas to store additional cargo brought to the Port of Baltimore by truck, vessel or rail.

SMART GROWTH STATUS:

- | | | |
|--|--|---|
| <input checked="" type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Project Not Location Specific | <input type="checkbox"/> Not Subject to PFA Law |
| <input type="checkbox"/> Project Outside PFA | <input type="checkbox"/> Grandfathered | |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Will Be Required | |
| | <input type="checkbox"/> Exception Granted | |

STATUS: The Corrective Measures Alternative Analysis was approved by the MDE in July 2012. Corrective actions are underway.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2024...	...2025...	...2026...	...2027...		
Planning	758	598	14	15	20	25	25	25	50	160	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	75,031	52,949	3,278	4,702	3,880	3,400	3,400	3,400	3,300	22,082	0
Total	75,790	53,547	3,293	4,717	3,900	3,425	3,425	3,425	3,350	22,242	0
Federal-Aid	15	15	0	0	0	0	0	0	0	0	0
Special	75,608	53,532	3,293	4,551	3,900	3,425	3,425	3,425	3,350	22,076	0
Other	166	0	0	166	0	0	0	0	0	166	0

1011, 1068, 1084, 1102, 1104, 1106, 1108, 9000

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: The project funding allocation increased by \$4.9 million due to the restoration of funding that was deferred due to reduced revenues related to the Covid-19 pandemic; this funding will allow for the completion of this project.



PROJECT: Hawkins Point Algal Flow Way TMDL

DESCRIPTION: To construct an Algal Flow Way (AFW) at Hawkins Point. The AFW is a best management practice for treating stormwater. The AFW removes nitrogen, phosphorus, and sediment by growing algae and using water from the Patapsco River; the algae uses the nutrients from the river to grow, and thus, removes the unwanted nutrients from the water system. The algae is then removed and disposed of at a landfill.

PURPOSE & NEED SUMMARY STATEMENT: A condition of MPA's permit requires that it comply with its Water Discharge Permit for treating water/water quality. The condition states MPA must have the work, including design and construction, completed prior to 2025.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|--|--|
| <input type="checkbox"/> Safe, Secure, and Resilient | <input type="checkbox"/> Quality & Efficiency |
| <input type="checkbox"/> Maintain & Modernize | <input checked="" type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

- SMART GROWTH STATUS:**
- | | |
|--|--|
| <input type="checkbox"/> Project Not Location Specific | <input checked="" type="checkbox"/> Not Subject to PFA Law |
| <input type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered |
| <input type="checkbox"/> Project Outside PFA | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted |

EXPLANATION: In response to the Presidential Executive Order to improve the water quality of the Chesapeake Bay by 2025, the Maryland Department of the Environment (MDE) has included Chesapeake Bay restoration requirements in stormwater discharge permits; MPA is required to treat 20% of its impervious surfaces. This project allows MPA to stay in compliance with MDE permits and helps improve the health of the Chesapeake Bay.

STATUS: Ongoing. Current engineering alternative analysis being performed to narrow down the best and most efficient approach.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED									
	COST	THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	4,000	0	0	0	0	0	4,000	0	0	4,000	0
Total	4,000	0	0	0	0	0	4,000	0	0	4,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	4,000	0	0	0	0	0	4,000	0	0	4,000	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None



DESCRIPTION: Cruise lines operate international excursions out of MPA facilities. Recent projects included: installing a redundant electrical feeder and new restrooms; upgrading the public address system; enclosing the existing canopy; purchasing new check-in counters, furniture, and carpeting; expanding the Customs and Border Protection inspection area; and erecting a new cruise entrance to improve vehicular circulation.

PURPOSE & NEED SUMMARY STATEMENT: This facility is close to tourist attractions located at the Inner Harbor and has excellent visibility and access to I-95. This facility was converted from a lumber warehouse and can accommodate one cruise embark per day.

<input type="checkbox"/>	Safe, Secure, and Resilient	<input checked="" type="checkbox"/>	Quality & Efficiency
<input checked="" type="checkbox"/>	Maintain & Modernize	<input type="checkbox"/>	Environmental Protection
<input checked="" type="checkbox"/>	Economic Opportunity & Reduce Congestion	<input type="checkbox"/>	Fiscal Responsibility
<input checked="" type="checkbox"/>	Better Transportation Choices & Connections		

☐ Project Not Location Specific ☐ Not Subject to PFA Law

<input checked="" type="checkbox"/>	Project Inside PFA
<input type="checkbox"/>	Project Outside PFA
<input type="checkbox"/>	PFA Status Yet to Be Determined

When episode	Not subject
<input type="checkbox"/>	Grandfathered
<input type="checkbox"/>	Exception Will Be Required
<input type="checkbox"/>	Exception Granted

EXPLANATION: The improvements made at the South Locust Point Marine Terminal are for the comfort and convenience of cruise line passengers. These improvements spurred an increase in passenger demand and voyages from MPA facilities in the Port of Baltimore.

STATUS: The terminal started operations in FY 2006, and facility improvements are needed to keep the terminal in a state of good repair.

[illegible]

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: The cost increase of \$2.5 million is for the replacement of the roof and air conditioning system, as well as other improvements.

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND PORT ADMINISTRATION - LINE 17

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Agency Wide Building Repairs</u>			
MPA1854	Agency Wide Facility Improvements	\$ 21,375	Ongoing
<u>Agency Wide Utility Upgrades Program</u>			
MPA1837	Agency Wide Utility Upgrades	\$ 20,039	Ongoing
<u>Comprehensive Paving Program</u>			
MPA1842	Agency Wide Paving Repairs	\$ 15,809	Ongoing
<u>Environment</u>			
MPA1400	Environmental Remediation	\$ 1,193	Ongoing
MPA1707	Hawkins Point O&M	\$ 15,675	Ongoing
MPA1951	Mercedes Pond Rehabilitation -TMDL	\$ 980	Ongoing
MPA1961	Low Emission Vehicles Upgrade (VW Settlement)	\$ 3,420	Ongoing
<u>Information Systems Division</u>			
MPA3124	CTIPP Equipment	\$ 6,000	Ongoing
MPA3211	Telecommunications Network & Voicemail System Upgrade	\$ 364	Ongoing
MPA3215	IT Database Infrastructure Implementation Support	\$ 1,805	Ongoing
MPA3216	Dundalk Fiber Upgrade and Expansion	\$ 150	FY 2023
MPA3217	World Trade Center Fiber Upgrade and Expansion	\$ 400	FY 2022
MPAPRJ000185	Enhance Cybersecurity-Core Network Backbone -Repl. End of Life Network Switches	\$ 480	Underway
MPAPRJ000186	Enhance Cybersecurity-Portwide Wireless Links - Replace Legacy Wireless Links	\$ 458	Underway
MPAPRJ000187	Procedures Requiring System & Network Changes	\$ 605	Ongoing
MPAPRJ000208	Deployment of CCTV Field Distribution Box (FDB) Protection Mechanisms: Phase 1	\$ 50	FY 2022
MPAPRJ000209	WTC ACS- Replacement - Genetec	\$ 175	FY 2022
MPAPRJ000213	2021 PSGP Submission: Improve MDOT MPA Access Security Control System Phase 2	\$ 498	FY 2022

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND PORT ADMINISTRATION - LINE 17

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Information Systems Division</u>			
MPAPRJ000217	2021 PSGP Submission: Cyber Auto Rem Phase II	\$ 509	Underway
MPAPRJ000219	2021 PSGP Submission: Cybersecurity Enhancement of Unified Security Platform	\$ 550	FY 2022
MPAPRJ000220	2021 PSGP Submission: Enhancing Perimeter Security with On-Target Detection Technology	\$ 650	FY 2022
<u>Landside - Security Enhancements</u>			
MPA1779	CCTV Camera EOL Replacement	\$ 589	Ongoing
MPA1791	Port Security Grant Program 2019	\$ 943	Ongoing
MPA1912	DMT POV Gate Upgrade	\$ 595	Ongoing
MPA1941	Wave Camera System Replacement	\$ 317	Ongoing
MPA1942	Port Security Grant Project 2018	\$ 338	Ongoing
<u>Landside - WTC Preservation</u>			
MPA3107	WTC Property Management	\$ 23,850	Ongoing
MPAPRJ000178	WTC Air Handlers & Air Distribution Repairs	\$ 2,000	Ongoing
<u>Landside Facility and Capital Equipment</u>			
MPA3038	Sprinkler Repairs	\$ 1,595	Ongoing
MPA3106	Railroad Inspection and Construction	\$ 8,408	Ongoing
MPA3233	Facility Capital Equipment	\$ 4,818	Ongoing
<u>Landside Studies and Open Ended Contracts</u>			
MPA1275	Portwide Engineering and Design M&N	\$ 5,664	Ongoing
MPA1276	Portwide Engineering and Design JMT	\$ 5,650	Ongoing
MPA1277	Portwide engineering and Design FY 16 WBCM	\$ 6,000	Ongoing
MPA1278	Portwide Engineering & Design FY 16 STV	\$ 2,466	Ongoing
MPA1279	Portwide Engineering and Design FY 16 WRA	\$ 3,000	Ongoing
MPA1281	CMI FY 18 - FY 23	\$ 7,770	Ongoing
MPA1286	Portwide Engineering and Design Contracts	\$ 40,663	Ongoing

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND PORT ADMINISTRATION - LINE 17

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Landside System Preservation</u>				
MPA1648	Paving the Fruit Slip	\$	3,072	Completed
MPA1659	NLP Pier 10 Stabilization	\$	2,412	Ongoing
MPA3212	Broening Highway Project Support	\$	2,000	FY 2023
<u>Waterfront Structures Program</u>				
MPA1730	Agency Wide Substructure Repair VI	\$	13,500	FY 2023
MPA1839	Agency Wide Berth Substructure Repairs IV	\$	9,869	Completed
MPA1865	Agency Wide Substructure Repair	\$	9,482	Ongoing