

**MDOT** MARYLAND DEPARTMENT OF TRANSPORTATION  

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MARYLAND PORT ADMINISTRATION

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

	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>FY 2029</u>	<u>FY 2030</u>	<u>SIX - YEAR TOTAL</u>
<b><u>Major Construction Program</u></b>	<b>400.0</b>	<b>374.2</b>	<b>246.4</b>	<b>178.2</b>	<b>55.6</b>	<b>71.5</b>	<b>1,326.0</b>
System Preservation	211.6	244.7	135.3	93.2	52.5	65.5	802.9
Expansion/Efficiency	177.3	120.7	86.0	80.1	-	-	464.2
Environment	11.1	8.7	25.1	4.9	3.1	6.1	58.9
<b><u>Major Development &amp; Evaluation Program</u></b>	<b>11.4</b>	<b>27.8</b>	<b>104.5</b>	<b>96.1</b>	<b>16.9</b>	<b>31.0</b>	<b>287.7</b>
System Preservation	3.6	4.0	18.5	26.8	11.9	31.0	95.7
Expansion/Efficiency	5.1	-	-	-	-	-	5.1
Safety & Security	0.3	-	-	-	0.0	-	0.3
Environment	2.4	23.8	86.0	69.4	5.0	-	186.6
<b><u>Minor Program</u></b>	<b>26.8</b>	<b>19.4</b>	<b>18.6</b>	<b>18.0</b>	<b>32.8</b>	<b>56.4</b>	<b>172.2</b>
System Preservation	19.9	16.7	16.1	15.2	30.4	51.5	149.8
Expansion/Efficiency	1.2	0.0	-	-	-	-	1.2
Safety & Security	2.5	0.7	0.5	0.5	0.5	0.5	5.1
Environment	1.4	0.9	1.0	0.9	1.0	1.2	6.3
Administration	1.9	1.2	1.1	1.4	1.0	3.3	9.8
<b><u>Capital Salaries, Wages &amp; Other Costs</u></b>	<b>7.4</b>	<b>7.0</b>	<b>5.7</b>	<b>6.2</b>	<b>7.7</b>	<b>16.3</b>	<b>50.3</b>
<b>TOTAL</b>	<b>445.7</b>	<b>428.3</b>	<b>375.2</b>	<b>298.6</b>	<b>113.1</b>	<b>175.3</b>	<b>1,836.2</b>
Special Funds	293.4	281.6	237.3	171.5	103.9	175.3	1,262.8
Federal Funds	69.7	82.7	103.3	71.0	9.3	-	335.9
Other Funds	82.6	64.1	34.7	56.2	-	-	237.6
<b><u>Special Funds Breakdown</u></b>							
General Fund	54.0	-	-	-	-	-	54.0
Transportation Trust Fund	214.7	253.6	222.6	159.4	95.0	168.9	1,114.3
Reimbursement Funds	24.7	27.9	14.7	12.1	8.9	6.3	94.5
<b>SPECIAL FUNDS TOTAL</b>	<b>293.4</b>	<b>281.6</b>	<b>237.3</b>	<b>171.5</b>	<b>103.9</b>	<b>175.3</b>	<b>1,262.9</b>
<b><u>Other Funds Breakdown</u></b>							
GO Bonds	20.0	31.5	-	-	-	-	51.5
Other (Not GO Bonds)	62.6	32.6	34.7	56.2	-	-	186.1
<b>OTHER FUNDS TOTAL</b>	<b>82.6</b>	<b>64.1</b>	<b>34.7</b>	<b>56.2</b>	<b>-</b>	<b>-</b>	<b>237.6</b>



**DESCRIPTION:** The project consists of reconstructing the 129-year-old Howard Street Tunnel in Baltimore and improving the vertical clearance at the tunnel and 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.

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

- |                                     |                             |                                     |   |
|-------------------------------------|-----------------------------|-------------------------------------|---|
| <input checked="" type="checkbox"/> | Enhance Safety and Security | <input checked="" type="checkbox"/> | Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> | Deliver System Quality      | <input checked="" type="checkbox"/> | Promote Environmental Stewardship         |

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:** This project is currently under construction with a target completion date in spring 2027.

POTENTIAL FUNDING SOURCE:					<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input checked="" type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER			
TOTAL											
PHASE	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX	BALANCE
	COST	THRU	YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	CLOSE YEAR	2024	2025	2026	...2027...	...2028...	...2029...	...2030...	TOTAL	COMPLETE
Planning	2,678	2,588	0	0	0	0	90	0	0	90	0
Engineering	28,626	25,553	12,807	3,056	18	0	0	0	0	3,073	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	534,696	75,788	49,347	173,175	119,718	85,991	80,023	0	0	458,908	0
Total	566,000	103,929	62,154	176,231	119,736	85,991	80,113	0	0	462,071	0
Federal-Aid	125,000	26,101	20,669	52,289	42,110	4,500	0	0	0	98,899	0
Special	196,000	23,801	17,370	43,587	24,082	69,840	34,689	0	0	172,199	0
Other	245,000	54,027	24,115	80,354	53,544	11,651	45,424	0	0	190,973	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Cash flows were realigned based on an updated project schedule.



**DESCRIPTION:** The project will replace three older, non-regulated emissions diesel-electric switching locomotives with three new zero emissions battery electric locomotives and two battery chargers at the Port of Baltimore. The project, the first such project at an East Coast port, is located at the Port of Baltimore's Curtis Bay Piers, a deep-water port terminal located on the west side of Curtis Bay cove. The project is funded by a Federal Rail Administration Consolidated Rail Infrastructure & Safety Improvements (CRISI) grant with 50% match to be provided by CSX Transportation.

<input type="checkbox"/>	Enhance Safety and Security	<input checked="" type="checkbox"/>	Serve Communities and Support the Economy
<input type="checkbox"/>	Deliver System Quality	<input checked="" type="checkbox"/>	Promote Environmental Stewardship

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:** MDOT and FRA are still finalizing the grant agreement.

<div> <div>POTENTIAL FUNDING SOURCE:</div> <div> <input type="checkbox"/> SPECIAL           <input checked="" type="checkbox"/> FEDERAL           <input type="checkbox"/> GENERAL           <input checked="" type="checkbox"/> OTHER         </div> </div>											
PHASE	TOTAL					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET						
	COST (\$000)	THRU CLOSE YEAR	YEAR 2024	YEAR 2025	YEAR 2026	FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
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	23,169	0	0	4,484	1,314	17,371	0	0	0	23,169	0
<b>Total</b>	<b>23,169</b>	<b>0</b>	<b>0</b>	<b>4,484</b>	<b>1,314</b>	<b>17,371</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23,169</b>	<b>0</b>
Federal-Aid	11,584	0	0	2,242	657	8,686	0	0	0	11,584	0
Special	0	0		0	0	0	0	0	0	0	0
Other	11,584	0	0	2,242	657	8,686	0	0	0	11,584	0

376



**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 MPA is coordinating with the Department of Natural Resources on the development of the North Cell for a wildlife habitat and passive recreation. Legislation was passed during the 2024 General Assembly session allowing for the reopening of Hart-Miller Island to dredged material placement from a large redevelopment project within Baltimore County. This will be possible if an enforceable community benefits agreement is executed with Baltimore County in consultation with the Hart-Miller Island Citizen's Oversight Committee. The reopening of Hart-Miller Island per the legislation may impact MPA's further involvement in future operations.

**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:**

- ☐ Enhance Safety and Security
- ☒ Serve Communities and Support the Economy
- ☐ Deliver System Quality
- ☒ Promote Environmental Stewardship

**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.

- 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:** The facility ceased in-flow operations as of December 31, 2009. Maintenance and monitoring will continue until the North Cell is developed, however MPA's role may change if Hart-Miller Island is reopened to the placement of dredged material.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Overall costs went up by \$1.2M as \$2M was added in FY30 while spending to date has been less than anticipated.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
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	104,771	91,387	2,070	2,384	2,200	2,200	2,200	2,200	2,200	13,384	0
Total	104,771	91,387	2,070	2,384	2,200	2,200	2,200	2,200	2,200	13,384	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	104,771	91,387	2,070	2,384	2,200	2,200	2,200	2,200	2,200	13,384	0
Other	0	0	0	0	0	0	0	0	0	0	0

5002, 5004



**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 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.

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

- |                                     |                             |                                     |   |
|-------------------------------------|-----------------------------|-------------------------------------|---|
| <input type="checkbox"/>            | Enhance Safety and Security | <input checked="" type="checkbox"/> | Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> | Deliver System Quality      | <input type="checkbox"/>            | Promote Environmental Stewardship         |

<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:** Dike raising to +60 feet began in 2021 and was completed in 2024; dredged material placement is planned to continue during the expansion project. Planning and design for the next phase of dike raising to +80 feet will begin in 2025.

[illegible]

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Cash flows were realigned based on updated project schedules while costs were less than expected for the +60 dike raising phase of construction, which was completed ahead of schedule. Overall costs increased by \$11.1M because engineering costs have been added for the next phase of the project to raise the dikes to +80 feet.



**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.

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

- |                                     |                             |                                     |   |
|-------------------------------------|-----------------------------|-------------------------------------|---|
| <input type="checkbox"/>            | Enhance Safety and Security | <input checked="" type="checkbox"/> | Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> | Deliver System Quality      | <input type="checkbox"/>            | Promote Environmental Stewardship         |

<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:** Base dike widening construction was completed May 2023. The +30 ft expansion began in FY24 and is expected to be completed by summer of 2026. Planning and design for the next phase of dike raising to +42 feet will occur concurrently with the dike raising to +30 feet.

[illegible]

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Costs increased \$5.8M, primarily due to \$4.3M added in FY30 to cover operation & maintenance costs.



**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. 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 State's 20-Year Dredged Material Management Plan (DMMP) 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:

- ☐ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☒ Promote Environmental Stewardship

- 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

**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.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER						
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	18,841	15,511	546	1,016	314	500	500	500	500	3,330	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	200,134	157,634	7,412	6,500	7,500	7,500	7,500	6,000	7,500	42,500	0
Total	218,975	173,145	7,958	7,516	7,814	8,000	8,000	6,500	8,000	45,830	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	218,975	173,145	7,958	7,516	7,814	8,000	8,000	6,500	8,000	45,830	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** \$8.0M in funding was added in FY30 to cover ongoing design and construction costs. Overall, estimated costs increased by \$7.2M.



**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 State's 20-Year Dredged Material Management Plan (DMMP) 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:**

- ☐ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☒ Promote Environmental Stewardship

- 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

**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:** Construction continues on Barren Island.

POTENTIAL FUNDING SOURCE:											
				<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input checked="" type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER				
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,518	5,371	98	147	0	0	0	0	0	147	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	351,333	21,822	3,522	96,298	125,575	49,658	32,320	11,160	14,500	329,511	0
Total	356,851	27,193	3,620	96,445	125,575	49,658	32,320	11,160	14,500	329,658	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	356,851	27,193	3,620	96,445	125,575	49,658	32,320	11,160	14,500	329,658	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Costs increased by \$13.0M mainly due to funding being added to FY30. In addition, funding from the Balance to Complete line was pulled forward to meet current schedule. Project funding fully restored from Draft CTP.



**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 into sustainable and resourceful applications while reclaiming capacity at containment facilities to ensure the long-term maintenance of the 50-ft navigation channel system.

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

- |                                     |                             |                                     |   |
|-------------------------------------|-----------------------------|-------------------------------------|---|
| <input type="checkbox"/>            | Enhance Safety and Security | <input checked="" type="checkbox"/> | Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> | Deliver System Quality      | <input checked="" type="checkbox"/> | Promote Environmental Stewardship         |

**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          |

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Overall estimated project costs increased by \$1.7M due to \$4.5M being added in FY30.

[illegible]

**PAGE** MPA--8



**PROJECT:** Cox Creek Sediment Technology and Reuse (STAR) Facility Remediation

**DESCRIPTION:** The property was acquired by MPA and requires environmental remediation. Under the terms of the agreement, remediation of the property will be cost-shared with the previous owner who will contribute 62% of the cost for remediation.

**PURPOSE & NEED SUMMARY STATEMENT:** The property is adjacent to the Cox Creek DMCF and will be used to support MPA's Innovative Reuse and Beneficial Use program. Prior to being able to use the property, environmental remediation needs to happen under a Maryland Department of Environment Administration Consent Order.

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

- ☐ Enhance Safety and Security
- ☒ Serve Communities and Support the Economy
- ☐ Deliver System Quality
- ☒ Promote Environmental Stewardship

**EXPLANATION:** The project will provide for environmental remediation of the property to support MPA's Innovative Reuse program that provides enhanced dredge placement capacity.

- 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:** MPA acquired the STAR site property in FY23 and has begun remediation efforts.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	476	476	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	74,524	3,644	2,242	2,430	10,330	18,100	18,140	13,500	6,330	68,830	2,050
Total	75,000	4,120	2,242	2,430	10,330	18,100	18,140	13,500	6,330	68,830	2,050
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	74,524	3,644	2,242	2,430	10,330	18,100	18,140	13,500	6,330	68,830	2,050
Other	476	476	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.



**PROJECT:** Dundalk Marine Terminal Berth 3 Reconstruction

**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:

- ☐ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

**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:**

☐ Project Not Location Specific

☐ Not Subject to PFA Law

☒ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

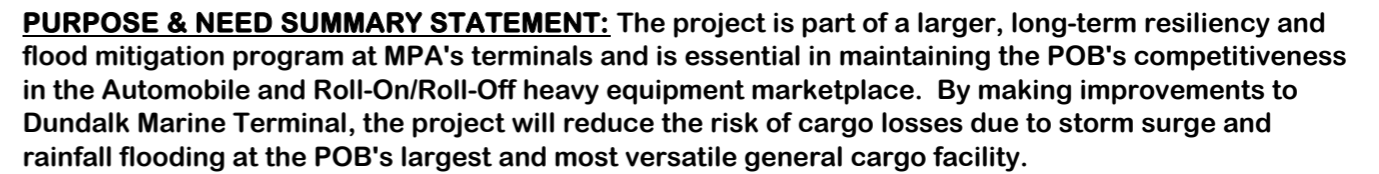
☐ Exception Will Be Required

☐ Exception Granted

**STATUS:** Completed and closed out FY24.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER						
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
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	35,233	35,233	927	0	0	0	0	0	0	0	0
Total	35,233	35,233	927	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	35,233	35,233	927	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Overall project cost decreased by \$1.0M as some anticipated work was not needed.



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:** In coordination with SHA, MPA has utilizing \$41,438,000 in FHWA PROTECT formula funding to go along with the \$10,000,000 Federal BUILD Grant funding. The balance of \$20,013,737 will come from the Transportation Trust Fund.

[illegible]



**PROJECT:** Fairfield Marine Terminal Pier 4 Reconstruction

**DESCRIPTION:** The project will reconstruct Pier 4 at Fairfield Marine Terminal which was removed from service in 2020 due to structural deterioration.

**PURPOSE & NEED SUMMARY STATEMENT:** The Port of Baltimore is the Nation's leading automobile port. Fairfield Marine Terminal is MPA's dedicated automobile terminal. Pier 4 was taken out of service in 2020, leaving only one available pier for the Roll-On/Roll-Off (Ro/Ro) carriers to berth. This has the potential to create bottlenecks and increase costs as Ro/Ro vessels have to wait at anchor for the only existing berth to open.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:  
☒ Enhance Safety and Security      ☒ Serve Communities and Support the Economy  
☒ Deliver System Quality      ☐ Promote Environmental Stewardship

**EXPLANATION:** The reconstruction of Pier 4 will allow MPA to offer two piers for Ro/Ro carriers to berth and eliminate potential delays in loading and unloading cargo.

**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:** Construction underway.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,120	1,778	367	342	0	0	0	0	0	342	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	17,550	10,712	10,712	5,438	1,400	0	0	0	0	6,838	0
Total	19,670	12,490	11,080	5,780	1,400	0	0	0	0	7,180	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	19,670	12,490	11,080	5,780	1,400	0	0	0	0	7,180	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.



**DESCRIPTION:** Projects aimed at bringing the terminal up to a world class operating status and increasing cargo volumes. Projects include rehabilitation of utility lines, demolition of facilities that are beyond their useful life, and reconstruction of piers.

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

- |                                     |                             |                                     |   |
|-------------------------------------|-----------------------------|-------------------------------------|---|
| <input type="checkbox"/>            | Enhance Safety and Security | <input checked="" type="checkbox"/> | Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> | Deliver System Quality      | <input type="checkbox"/>            | Promote Environmental Stewardship         |

**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          |

**STATUS:** The engineering of Pier 3 demolition is underway. Construction projects have been deferred due to other funding obligations.

[illegible]

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**PAGE** MPA--13



**PROJECT:** Dundalk Marine Terminal Electrification

**DESCRIPTION:** Upgrading power system into Dundalk Marine Terminal for electric vehicles and shore to ship power. This is a terminal-wide approach needed to correct all deficiencies. Installation of a resilient power system and monitoring equipment. Improvements to electrical conduit systems for durability and reliability. Installation of electric vehicle charging stations to accommodate the increased use of electric personal vehicles and equipment. Provide provisions for shore to ship power.

**PURPOSE & NEED SUMMARY STATEMENT:** The Maryland Port Administration has renewed and expanded a voluntary Memorandum of Understanding with the Maryland Department of the Environment and Maryland Energy Administration to strengthen environmental initiatives at the marine terminals. The agreement calls for a continued committed effort to reduce diesel and greenhouse gas emissions and increase energy efficiency at the Port.

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

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Enhance Safety and Security | <input checked="" type="checkbox"/> Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality      | <input checked="" type="checkbox"/> Promote Environmental Stewardship         |

**EXPLANATION:** Dundalk Marine Terminal's electrical system will need to be upgraded to handle future power requirements that will be necessary as MPA and its tenants de-carbonize their operations.

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

**STATUS:** Electrical System inspection is underway with repairs being made as necessary.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER				
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,550	0	0	325	225	0	0	1,000	0	1,550	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Utility	1,118	1,118	808	0	0	0	0	0	0	0	
Construction	23,358	9,103	13	500	3,255	1,500	1,000	2,000	6,000	14,255	
Total	26,026	10,222	821	825	3,480	1,500	1,000	3,000	6,000	15,805	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	
Special	26,026	10,222	821	825	3,480	1,500	1,000	3,000	6,000	15,805	
Other	0	0	0	0	0	0	0	0	0	0	

1837, 000292, 000300,

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Overall funding decreased as funding was reprogrammed to other areas of need.



**DESCRIPTION:** A five phase project designed to capture and convey surface runoff from the adjacent Masonville Dredged Material Containment Facility, relieve existing Fairfield Marine Terminal drain system, and provide storm drain capacity for the development of the Kurt Iron Slip and other areas at Fairfield Marine Terminal and Masonville Marine Terminal.

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

<input type="checkbox"/>	Serve Communities and Support the Economy
<input checked="" type="checkbox"/>	Promote Environmental Stewardship

<b>X</b>	Project Inside PFA
	Project Outside PFA
	PFA Status Yet to Be Determined

	Grandfathered
	Exception Will Be Required
	Exception Granted

**STATUS:** Construction estimated to begin FY26.

[illegible]

2714, 000273



**PROJECT:** South Locust Point Cruise Maryland Terminal

**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:** Cruise lines make decisions on what ports to call based on surveys of their passengers and the MPA must continue to maintain the Cruise Maryland Terminal. It is necessary to enhance the cruise experience and ensure customers continue to want to cruise out of Baltimore.

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

- ☐ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

**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.

- SMART GROWTH STATUS:**

☐ Project Not Location Specific

☐ Not Subject to PFA Law

☒ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

**STATUS:** Funding for a new HVAC system and ceiling upgrades are programmed to start in FY26.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	260	0	0	260	0	0	0	0	0	260	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	3,986	1,486	0	0	1,500	1,000	0	0	0	2,500	0
Total	4,246	1,486	0	260	1,500	1,000	0	0	0	2,760	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	4,246	1,486	0	260	1,500	1,000	0	0	0	2,760	0
Other	0	0	0	0	0	0	0	0	0	0	0

1638,1655, 000239

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** \$2.3M of additional construction funds for new HVAC system and ceiling upgrades were removed.



**PROJECT:** World Trade Center

**DESCRIPTION:** Updating Projects include removing original electrical panels and replacing with modern electrical components, modernizing elevators by installing new motors and updating cab designs, and upgrading the air distribution system. Renovation projects include tenant and communal space modifications, lobby door upgrades, and window shades for thermal protection. Operations include on-going preliminary engineering to support capital expenditures and maintenance to accommodate day to day operations of building and staff.

**PURPOSE & NEED SUMMARY STATEMENT:** World Trade Center Baltimore is Baltimore’s signature office building and the focal point of Maryland’s world famous Inner Harbor. It is a 31-story pentagonal office tower built in 1977 with 296,139 rentable square feet located in a cluster of “Tier 1” buildings that house the region’s most influential businesses. In order to remain competitive in this market, the building requires modernization and constant maintenance.

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

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

**EXPLANATION:** Ongoing maintenance and repair of the nearly 50-year-old building is required to ensure the World Trade Center remains safe and secure with modern, efficient facilities for all tenants and visitors.

- SMART GROWTH STATUS:**

☐ Project Not Location Specific

☐ Not Subject to PFA Law

☒ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

**STATUS:** Preliminary Engineering is ongoing for various projects. Rehabilitation of the HVAC system is ongoing. Elevator modernization began FY25.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,233	663	663	567	500	500	500	500	2,003	4,570	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	38,165	25,089	3,301	6,398	2,229	700	1,250	1,250	1,250	13,077	0
Total	43,398	25,752	3,964	6,965	2,729	1,200	1,750	1,750	3,253	17,646	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	43,398	25,752	3,964	6,965	2,729	1,200	1,750	1,750	3,253	17,646	0
Other	0	0	0	0	0	0	0	0	0	0	0

3107, 3217, 000178, 000288, 000339

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** \$8.4M in additional funds were added to the overall cost to this project. These funds will cover WTC renovations for a new tenant and future FY30 repairs.



**PROJECT:** Interconnector Bridge

**DESCRIPTION:** The Interconnector Bridge structure over Colgate Creek is a nine-span, 718-foot-long prestressed concrete beam bridge built around 1986. The bridge consists of two 79-foot spans and seven 80-foot spans, all simply supported. The reinforced concrete deck carries two lanes of traffic, one lane in each direction, with a clear roadway width of 28-feet between concrete parapets.

**PURPOSE & NEED SUMMARY STATEMENT:** Around 1994, the prestressed concrete beams were strengthened with external post-tensioning strands installed along the bottom flange within the middle third of each span to increase the load carrying capacity. While the structure is currently in satisfactory condition, repairs and improvements are required to maintain optimal operating conditions.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:  
☐ Enhance Safety and Security      ☒ Serve Communities and Support the Economy  
☒ Deliver System Quality      ☐ Promote Environmental Stewardship

**EXPLANATION:** The Interconnector Bridge allows cargo traffic to flow expeditiously between the two marine terminals without having to exit and re-enter the restricted terminal areas.

**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:** Construction estimated to begin Summer of 2025.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
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	12,000	0	0	0	12,000	0	0	0	0	12,000	0
Total	12,000	0	0	0	12,000	0	0	0	0	12,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	12,000	0	0	0	12,000	0	0	0	0	12,000	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Added to the Construction Program.



**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:

- ☐ Enhance Safety and Security
 ☒ Serve Communities and Support the Economy
 ☐ Deliver System Quality
 ☒ Promote Environmental Stewardship

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

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

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
TOTAL											
PHASE	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX	BALANCE
	COST	THRU	YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	CLOSE YEAR	2024	2025	2026	...2027...	...2028...	...2029...	...2030...	TOTAL	COMPLETE
Planning	906	670	34	30	31	63	31	31	50	236	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	90,459	63,260	6,477	5,786	4,615	4,650	3,985	2,163	6,000	27,199	0
Total	91,365	63,931	6,511	5,816	4,646	4,713	4,016	2,194	6,050	27,435	0
Federal-Aid	15	15	0	0	0	0	0	0	0	0	0
Special	91,350	63,916	6,511	5,816	4,646	4,713	4,016	2,194	6,050	27,435	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** \$6.0M added in FY30 to cover future capital costs.

1011, 1102, 1106, 1108, 9000



**PROJECT:** Seagirt Marine Terminal Modernization - Terminal Improvements

**DESCRIPTION:** Phase One of the Seagirt Marine Terminal Modernization includes deepening the existing berths to 50 feet so that the terminal can handle the Ultra Large Container Vessels. In addition, there are improvements to the terminal that include densification and electrification of the container yard along with replacing part of the shoreline along the empty container depot with a living shoreline.

**PURPOSE & NEED SUMMARY STATEMENT:** This project is necessary to remain competitive with other East Coast ports by increasing the number of deep berths capable of handling the Ultra Large Container Vessels at Seagirt Marine Terminal. In addition, the project densifies and electrifies the container yards to increase capacity and reduce emissions. This project leverages third party funds.

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

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☒ Promote Environmental Stewardship

**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.

- SMART GROWTH STATUS:**

☐ Project Not Location Specific

☐ Not Subject to PFA Law

☒ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

**STATUS:** Current project is complete.

POTENTIAL FUNDING SOURCE:			<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER					
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
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	36,869	36,869	1,006	0	0	0	0	0	0	0	0
Total	36,869	36,869	1,006	0	0	0	0	0	0	0	0
Federal-Aid	6,555	6,555	247	0	0	0	0	0	0	0	0
Special	8,476	8,476	0	0	0	0	0	0	0	0	0
Other	21,838	21,838	759	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project funding decreased by \$46.4M as MPA and PAC were unsuccessful in their attempt to secure an FY23 a PIDP grant.



**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 and monitoring during and after placement.

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

- |                                     |                             |                                     |   |
|-------------------------------------|-----------------------------|-------------------------------------|---|
| <input type="checkbox"/>            | Enhance Safety and Security | <input checked="" type="checkbox"/> | Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> | Deliver System Quality      | <input checked="" type="checkbox"/> | Promote Environmental Stewardship         |

Project Inside PFA	Grandfathered
Project Outside PFA	Exception Will Be Required
PFA Status Yet to Be Determined	Exception Granted

**STATUS:** 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.

[illegible]

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** The overall cost increased by \$5.6M because cash flows were adjusted, and funding was added to FY30. Also, one project (MPA5218 Environmental Management System Compliance) previously associated with this PIF was moved to PIF MPA-23: Climate Solutions Now Act and Related Projects.



**DESCRIPTION:** The Intermodal Container Transfer Facility (ICTF) sits adjacent to Seagirt Marine Terminal. The project will replace existing infrastructure with six new working rail tracks and allow the existing diesel-powered equipment to be replaced with electric rubber-tired gantry cranes. The project is being supported by a Consolidated Rail Infrastructure and Safety Improvement (CRISI) grant from the Federal Railroad Administration along with private funding from Ports America Chesapeake.

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

- |                                     |                             |                                     |   |
|-------------------------------------|-----------------------------|-------------------------------------|---|
| <input type="checkbox"/>            | Enhance Safety and Security | <input checked="" type="checkbox"/> | Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> | Deliver System Quality      | <input checked="" type="checkbox"/> | Promote Environmental Stewardship         |

**SMART GROWTH STATUS:**

- |  |                                 |                          |                            |
|--|---------------------------------|--------------------------|----------------------------|
| <input checked="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:** The CRISI grant was announced in June 2022. Ports America Chesapeake and MPA are working with FRA to finalize the grant agreement.

POTENTIAL FUNDING SOURCE:											
<input 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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
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	22,400	0	0	0	16,170	6,230	0	0	0	22,400	0
Total	22,400	0	0	0	16,170	6,230	0	0	0	22,400	0
Federal-Aid	13,320	0	0	0	8,960	4,360	0	0	0	13,320	0
Special	0	0		0	0	0	0	0	0	0	0
Other	9,080	0	0	0	7,210	1,870	0	0	0	9,080	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Due to delays in finalizing the grant agreement, cash flows were adjusted as the project will not begin until FY26.

**PURPOSE & NEED SUMMARY STATEMENT:** These projects represent MPA's compliance with the Climate Solutions Now Act 2022, the law that requires the state to be net zero by 2045.

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

<input type="checkbox"/>	Enhance Safety and Security	<input checked="" type="checkbox"/>	Serve Communities and Support the Economy
<input checked="" type="checkbox"/>	Deliver System Quality	<input checked="" type="checkbox"/>	Promote Environmental Stewardship

**EXPLANATION:** This project is to comply with the Climate Solutions Now Act 2022. This project will help MD improve air quality by electrifying the fleet and upgrading buildings to reduce energy consumption.

**SMART GROWTH STATUS:**

<b>SMART GROWTH STATUS:</b>		<input checked="" 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 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:** MPA is currently replacing older diesel engines with cleaner diesel burning engines or with electric vehicles when possible.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
TOTAL											
PHASE	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX	BALANCE
	COST	THRU	YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	CLOSE YEAR	2024	2025	2026	...2027...	...2028...	...2029...	...2030...	TOTAL	COMPLETE
Planning	150,809	14,931	1,175	872	15,611	63,845	54,650	900	0	135,878	0
Engineering	1,150	25	0	1,125	0	0	0	0	0	1,125	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	60,460	7,083	4,594	1,049	8,428	23,125	15,625	5,150	0	53,377	0
Total	212,419	22,039	5,769	3,046	24,039	86,970	70,275	6,050	0	190,380	0
Federal-Aid	148,782	651	0	990	18,756	68,885	55,500	4,000	0	148,131	0
Special	37,722	21,388	5,769	2,056	2,617	5,585	4,025	2,050	0	16,333	0
Other	25,916	0	0	0	2,666	12,500	10,750	0	0	25,916	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Overall project costs increased by \$203.9M. MPA was awarded two federal grants under the EPA's Clean Ports program for projects totaling \$184.6M. One grant for \$145.7M will be used to replace diesel powered port equipment with Zero Emission Vehicles (ZEV) while the other grant for \$1.9M will be used for Port Planning. Project MPA5418 (Environmental Management System Compliance) was removed from PIF MPA-21 (Dredged Material Placement and Monitoring) and increased overall project cost by \$18.6M.



**PROJECT:** Seagirt Marine Terminal Modernization - 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

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

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

**EXPLANATION:** The Seagirt Loop Channel improvements were evaluated through an integrated feasibility study in partnership with the US Army Corps of Engineers to maximize Baltimore Harbor’s contribution to national economic development, consistent with protecting the environment, by improving the existing navigation system’s ability to safely and efficiently serve the forecasted vessel fleet.

- SMART GROWTH STATUS:**

☐ Project Not Location Specific

☐ Not Subject to PFA Law

☒ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

**STATUS:** The USACE has recommended the funding of this project to deepen the remainder of the loop channel to fifty feet. The project is now funded for Engineering and Design.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY ...2027...    ...2028...    ...2029...    ...2030...				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,730	969	276	452	309	0	0	0	0	761	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	1,730	969	276	452	309	0	0	0	0	761	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,730	969	276	452	309	0	0	0	0	761	0
Other	0	0	0	0	0	0	0	0	0	0	0



**PROJECT:** Dundalk Marine Terminals Berths 11 - 13

**DESCRIPTION:** Dundalk Marine Terminal is the largest MPA-owned terminal in the Port of Baltimore and handles a wide variety of cargoes, including RO/RO cargo, automobiles, containers, and break-bulk. Berths 11 - 13 are approximately 2,900 feet in length and were constructed over 60 years ago.

**PURPOSE & NEED SUMMARY STATEMENT:** Due to the harsh marine environment, these berths are in need of reconstruction in order for the Port of Baltimore to continue to handle the large volumes of automobiles and RO/RO equipment.

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

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

**EXPLANATION:** Dundalk Marine Terminal (DMT) Berths 11 - 13 handle large volumes of automobile and RO/RO cargo that would not be cost effective to handle at other DMT berths. If these berths are not reconstructed, the berths are in jeopardy of being taken out of service.

- SMART GROWTH STATUS:**

☐ Project Not Location Specific

☐ Not Subject to PFA Law

☒ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

**STATUS:** Preliminary Engineering is underway. MPA received an FY24 INFRA grant for the partial reconstruction of DMT Berth 11.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
TOTAL											
PHASE	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX	BALANCE
	COST	THRU	YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	CLOSE YEAR	2024	2025	2026	...2027...	...2028...	...2029...	...2030...	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,066	1,398	748	1,668	0	0	0	0	0	1,668	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	76,510	0	0	0	0	17,010	25,750	8,750	25,000	76,510	(0)
Total	79,576	1,398	748	1,668	0	17,010	25,750	8,750	25,000	78,178	(0)
Federal-Aid	30,906	0	0	0	0	10,206	15,450	5,250	0	30,906	0
Special	48,670	1,398	748	1,668	0	6,804	10,300	3,500	25,000	47,272	(0)
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** \$51.5M has been added for the partial reconstruction for DMT Berth 11. This phase of the project received a \$30.9 million Federal INFRA grant to go along with the State match of \$20.6 million. Another \$25 million has been added for the next phase of reconstruction in FY30.



**PROJECT:** Dundalk Marine Terminal Berths 1 - 2

**DESCRIPTION:** The existing wharf for DMT Berths 1 & 2 is approximately 1,475 feet long, with a width of approximately 38 feet. Mooring dolphins and catwalks are present beyond the north end of the wharf. The existing structure is a combination of the original structure from circa 1929, and expansions and reconstructions of various vintages from 1960 to 2015. The pier is currently utilized by RO/RO vessels for the import of automobiles.

**PURPOSE & NEED SUMMARY STATEMENT:** This is the fourth and final phase of reconstructing DMT Berths 1-6. This area of DMT is the most active for vessel berthing for the loading and unloading of automobiles. The Port of Baltimore is the largest port in the USA for the handling of automobiles because of its close proximity to East Coast and Midwest markets and the ability to handle many RO/RO ships at one time.

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

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

**EXPLANATION:** Dundalk Marine Terminal (DMT) Berths 1 and 2 handle automobile and RO/RO cargo that would not be cost effective to handle at other DMT berths. If these berths are not reconstructed, the berths are in jeopardy of being taken out of service.

- SMART GROWTH STATUS:**

☐ Project Not Location Specific

☐ Not Subject to PFA Law

☒ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

**STATUS:** Planning and engineering is underway.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,954	1,169	800	611	174	0	0	0	0	785	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	1,954	1,169	800	611	174	0	0	0	0	785	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,954	1,169	800	611	174	0	0	0	0	785	0
Other	0	0	0	0	0	0	0	0	0	0	0

8004

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.



**PROJECT:** St Helena Property

**DESCRIPTION:** Provide expansion of RO/RO opportunities. This brownfield site will be redeveloped by MPA and used for Port of Baltimore expansion.

**PURPOSE & NEED SUMMARY STATEMENT:** MPA has entered into a purchase agreement to acquire 17.27 acres of undeveloped land located on Broening Highway across from the Dundalk Marine Terminal. The property is currently undergoing environmental remediation in preparation for conveyance. As part of the remediation efforts, the current owner has agreed to consider MPA's development plans for the property. Design plans for the property need to be developed and finalized to facilitate construction as soon as possible after the property is conveyed. The area will support expansion of RO/RO opportunities.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:  
☒ Enhance Safety and Security      ☒ Serve Communities and Support the Economy  
☒ Deliver System Quality      ☒ Promote Environmental Stewardship

**EXPLANATION:** The site would allow MPA to expand cargo storage capabilities near Dundalk 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:** MPA has an agreement to acquire the property in FY25.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	25	0	0	25	0	0	0	0	0	25	0
Engineering	119	19	19	100	0	0	0	0	0	100	0
Right-of-way	5,000	0	0	5,000	0	0	0	0	0	5,000	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	5,144	19	19	5,125	0	0	0	0	0	5,125	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	5,144	19	19	5,125	0	0	0	0	0	5,125	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Current property owner is still working through environmental remediation activities, so closing has been delayed until FY25.

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**MARYLAND PORT ADMINISTRATION - LINE 28**

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<b><u>Agency Wide Building Repairs</u></b>				
MPA1854	Agency Wide Facility Improvements	\$	34,011	Ongoing
MPAPRJ000305	Fire Protection Systems Replacement	\$	2,600	FY 2025
<b><u>Comprehensive Paving Program</u></b>				
MPA1706	Agency Wide Comprehensive Paving XI	\$	15,065	Ongoing
MPA1842	Agency Wide Paving Repairs	\$	15,681	Ongoing
<b><u>Environment</u></b>				
MPA1400	Environmental Remediation	\$	1,290	Ongoing
MPA1707	Hawkins Point O&M	\$	17,482	Ongoing
MPAPRJ000315	COASTAL RESILIENCY & ADAPTATION PLAN (BRIC Grant)	\$	200	Underway
<b><u>Harbor Development - Dredge Material Management</u></b>				
MPAPRJ000332	Climate Challenge Reimbursement Grant	\$	364	Underway
<b><u>Harbor Development - General</u></b>				
MPA5217	Environmental Studies - MERC	\$	10,201	Ongoing
MPA5220	Environmental Initiatives Program	\$	4,609	Completed
MPA5221	Chesapeake Bay PORTS System	\$	9,250	Ongoing
MPA5224	Economic Studies - UMCES	\$	5,110	Ongoing
<b><u>Information Systems Division</u></b>				
MPA3124	CTIPP Equipment	\$	6,390	Ongoing
MPA3215	IT Database Infrastructure Implementation Support	\$	2,278	Ongoing
MPA3216	Dundalk Fiber Upgrade and Expansion	\$	0	Deferred
MPAPRJ000186	Enhance Cybersecurity-Portwide Wireless Links - Replace Legacy Wireless Links	\$	803	Ongoing
MPAPRJ000208	Deployment of CCTV Field Distribution Box (FDB) Protection Mechanisms: Phase 1	\$	50	FY 2025

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**MARYLAND PORT ADMINISTRATION - LINE 28**

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<b><u>Information Systems Division</u></b>				
MPAPRJ000209	WTC ACS- Replacement - Genetec	\$	390	Completed
MPAPRJ000213	Improve MDOT MPA Access Security Control System Phase 2 (2021 PSGP)	\$	498	Ongoing
MPAPRJ000217	2021 PSGP Submission: Cyber Auto Rem Phase II	\$	530	Ongoing
MPAPRJ000219	2021 PSGP Submission: Cybersecurity Enhancement of Unified Security Platform	\$	572	Ongoing
MPAPRJ000242	CCTV maintenance	\$	641	Ongoing
MPAPRJ000293	CTP FY24-28 ISD Systems Engineer Resource	\$	828	Ongoing
MPAPRJ000307	Application Software Cybersecurity A & R (PSGP22)	\$	450	Underway
MPAPRJ000329	Resource for Grant Management System	\$	242	Underway
MPAPRJ000375	Implement Enhanced Cybersecurity Resilience for Critical Services	\$	653	FY 2026
<b><u>Landside - Security Enhancements</u></b>				
MPA1779	CCTV Camera EOL Replacement	\$	489	Completed
MPA1941	Wave Camera System Replacement	\$	356	Ongoing
MPAPRJ000281	One Stop Security Processing at DMT Truck Plaza	\$	1,388	Design Underway
MPAPRJ000296	Mobile TWIC Readers (PSGP22)	\$	15	Completed
MPAPRJ000297	MPA Security FSA and FSP Updates (PSGP22)	\$	53	Completed
<b><u>Landside Facility and Capital Equipment</u></b>				
MPA3038	Sprinkler Repairs	\$	2,494	Ongoing
MPA3106	Railroad Inspection and Construction	\$	11,594	Ongoing
MPA3233	Vehicles and Light Trucks (DA-8 eligible)	\$	4,181	Deferred
<b><u>Landside Major Projects</u></b>				
MPAPRJ000272	DMT Waterline Rehabilitation Program	\$	13,567	Design Underway
MPAPRJ000371	DMT MAT Trailers	\$	745	Ongoing
<b><u>Landside Studies and Open Ended Contracts</u></b>				
MPA1211	Portwide Engineering and Design - Balance	\$	6,196	FY 2029

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**MARYLAND PORT ADMINISTRATION - LINE 28**

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Landside Studies and Open Ended Contracts</u></b>			
MPA1281	Construction Management & Inspection	\$ 12,220	Ongoing
MPA1286	Portwide Engineering and Design Contracts	\$ 37,376	Ongoing
MPA1827	Surveying	\$ 350	Completed
MPAAWC000188	MPA Diving Services	\$ 350	Ongoing
MPAAWC000308	CATS/GIS - JMT	\$ 2,672	Ongoing
MPAAWC000309	CATS/GIS - KCI	\$ 2,559	Ongoing
MPAPRJ000223	Waterfront Structure Inspections	\$ 5,434	Ongoing
MPAPRJ000238	Agency Wide Structures Engineering	\$ 11,733	Ongoing
<b><u>Landside System Preservation</u></b>			
MPA1785	System Preservation - All Terminals - Supplemental	\$ 10,948	FY 2030
MPAPRJ000291	DMT Shed 201B Roof Replacement	\$ 250	Ongoing
<b><u>Planning and Finance</u></b>			
MPA3501	Open Ended Planning Studies JM	\$ 2,522	Ongoing
<b><u>Waterfront Structures Program</u></b>			
MPA1730	Agency Wide Waterfront Structure Repair	\$ 36,000	Ongoing
MPA1865	Agency Wide Substructure Repair	\$ 11,899	Completed