

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>Major Construction Program</b>	<b>336.4</b>	<b>369.6</b>	<b>202.7</b>	<b>158.2</b>	<b>52.5</b>	<b>68.5</b>	<b>1,187.9</b>
System Preservation	202.3	240.9	108.3	72.3	48.6	61.7	734.1
Expansion/Efficiency	126.9	120.4	86.0	80.1	-	-	413.5
Safety & Security	0.5	0.5	0.5	0.5	0.5	0.5	2.9
Environment	6.7	7.7	8.0	5.2	3.4	6.4	37.4
<b>Major Development &amp; Evaluation Program</b>	<b>10.4</b>	<b>3.7</b>	<b>3.5</b>	<b>3.6</b>	<b>3.5</b>	<b>1.7</b>	<b>26.4</b>
System Preservation	4.1	3.6	3.5	3.6	3.5	1.7	20.0
Expansion/Efficiency	6.1	0.1	-	-	-	-	6.2
Safety & Security	0.2	-	-	-	0.0	-	0.2
<b>Minor Program</b>	<b>27.2</b>	<b>22.7</b>	<b>17.7</b>	<b>15.4</b>	<b>37.1</b>	<b>71.4</b>	<b>191.5</b>
System Preservation	21.1	20.9	16.1	13.4	35.4	67.3	174.1
Expansion/Efficiency	1.2	0.0	-	-	-	-	1.2
Safety & Security	0.5	0.2	-	-	-	-	0.7
Environment	2.6	0.6	0.7	0.6	0.7	0.9	5.9
Administration	1.9	1.1	1.0	1.4	1.0	3.3	9.6
<b>Capital Salaries, Wages &amp; Other Costs</b>	<b>6.5</b>	<b>6.0</b>	<b>5.8</b>	<b>6.3</b>	<b>6.3</b>	<b>8.6</b>	<b>39.4</b>
<b>TOTAL</b>	<b>380.5</b>	<b>402.0</b>	<b>229.7</b>	<b>183.5</b>	<b>99.4</b>	<b>150.3</b>	<b>1,445.2</b>
Special Funds	279.1	278.0	200.7	138.0	99.4	150.3	1,145.4
Federal Funds	52.3	63.3	15.5	-	-	-	131.1
Other Funds	49.0	60.8	13.5	45.4	-	-	168.7
<b>Special Funds Breakdown</b>							
General Fund	50.0	0.0	-	-	-	-	50.0
Transportation Trust Fund	204.9	250.8	186.0	126.0	90.5	143.9	1,002.1
Reimbursement Funds	24.1	27.2	14.7	12.1	8.9	6.3	93.2
<b>SPECIAL FUNDS TOTAL</b>	<b>279.0</b>	<b>278.0</b>	<b>200.7</b>	<b>138.0</b>	<b>99.4</b>	<b>150.3</b>	<b>1,145.3</b>
<b>Other Funds Breakdown</b>							
GO Bonds	20.0	31.5	-	-	-	-	51.5
Other (Not GO Bonds)	29.0	29.3	13.5	45.4	-	-	117.2
	<b>49.0</b>	<b>60.8</b>	<b>13.5</b>	<b>45.4</b>	<b>-</b>	<b>-</b>	<b>168.7</b>



**PROJECT:** Howard Street Tunnel Project

**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.

**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:**

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

**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.

- 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:** 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							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	2,678	2,588	0	0	0	0	90	0	0	90	0	
Engineering	29,064	29,064	16,318	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	534,259	122,745	96,303	125,781	119,718	85,991	80,023	0	0	411,514	0	
<b>Total</b>	<b>566,000</b>	<b>154,396</b>	<b>112,621</b>	<b>125,781</b>	<b>119,718</b>	<b>85,991</b>	<b>80,113</b>	<b>0</b>	<b>0</b>	<b>411,604</b>	<b>0</b>	
Federal-Aid	125,000	39,766	34,333	38,641	42,094	4,500	0	0	0	85,234	0	
Special	196,000	29,249	22,818	38,141	24,081	69,840	34,689	0	0	166,751	0	
Other	245,000	85,381	55,470	49,000	53,544	11,651	45,424	0	0	159,619	0	

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



**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
- 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
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - 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 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.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2024	2025	2026	...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	104,717	91,517	2,200	2,200	2,200	2,200	2,200	2,200	2,200	13,200	0
<b>Total</b>	<b>104,717</b>	<b>91,517</b>	<b>2,200</b>	<b>2,200</b>	<b>2,200</b>	<b>2,200</b>	<b>2,200</b>	<b>2,200</b>	<b>2,200</b>	<b>13,200</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	104,717	91,517	2,200	2,200	2,200	2,200	2,200	2,200	2,200	13,200	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Overall costs went up by \$1.1 million as spending was less than anticipated in FY24 but funding was added in FY30.



**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 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:**

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

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Not Subject to PFA Law
  - Grandfathered
  - Exception Will Be Required
  - 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:** 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 2024.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU YEAR				2024	2025	2026	FOR PLANNING PURPOSES ONLY		
						...2027...	...2028...	...2029...	...2030...		
Planning	765	765	0	0	0	0	0	0	0	0	0
Engineering	13,975	6,850	0	1,000	2,000	1,375	1,375	1,375	0	7,125	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	200,087	164,535	10,605	11,209	4,362	3,216	3,266	3,000	10,500	35,552	0
<b>Total</b>	<b>215,838</b>	<b>173,161</b>	<b>10,605</b>	<b>12,209</b>	<b>6,362</b>	<b>4,591</b>	<b>4,641</b>	<b>4,375</b>	<b>10,500</b>	<b>42,677</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	215,838	173,161	10,605	12,209	6,362	4,591	4,641	4,375	10,500	42,677	0
Other	0	0	0	0	0	0	0	0	0	0	0

**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 \$11.3M because engineering costs have been added for the next phase of the project to raise the dikes to +80 feet in addition to construction costs.



**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:**

- 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
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - 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:** 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.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Costs increased \$5.3M, primarily due to FY30 funding being added to cover operation & maintenance costs.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...	TOTAL	
Planning	395	243	157	152	0	0	0	0	0	152	0
Engineering	630	330	186	300	0	0	0	0	0	300	0
Right-of-way	140	140	140	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	349,866	268,980	14,437	17,764	12,806	22,800	18,916	4,300	4,300	80,886	0
<b>Total</b>	<b>351,031</b>	<b>269,693</b>	<b>14,920</b>	<b>18,216</b>	<b>12,806</b>	<b>22,800</b>	<b>18,916</b>	<b>4,300</b>	<b>4,300</b>	<b>81,338</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	351,031	269,693	14,920	18,216	12,806	22,800	18,916	4,300	4,300	81,338	0
Other	0	0	0	0	0	0	0	0	0	0	0

5232, 5235, 5237, 000222



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

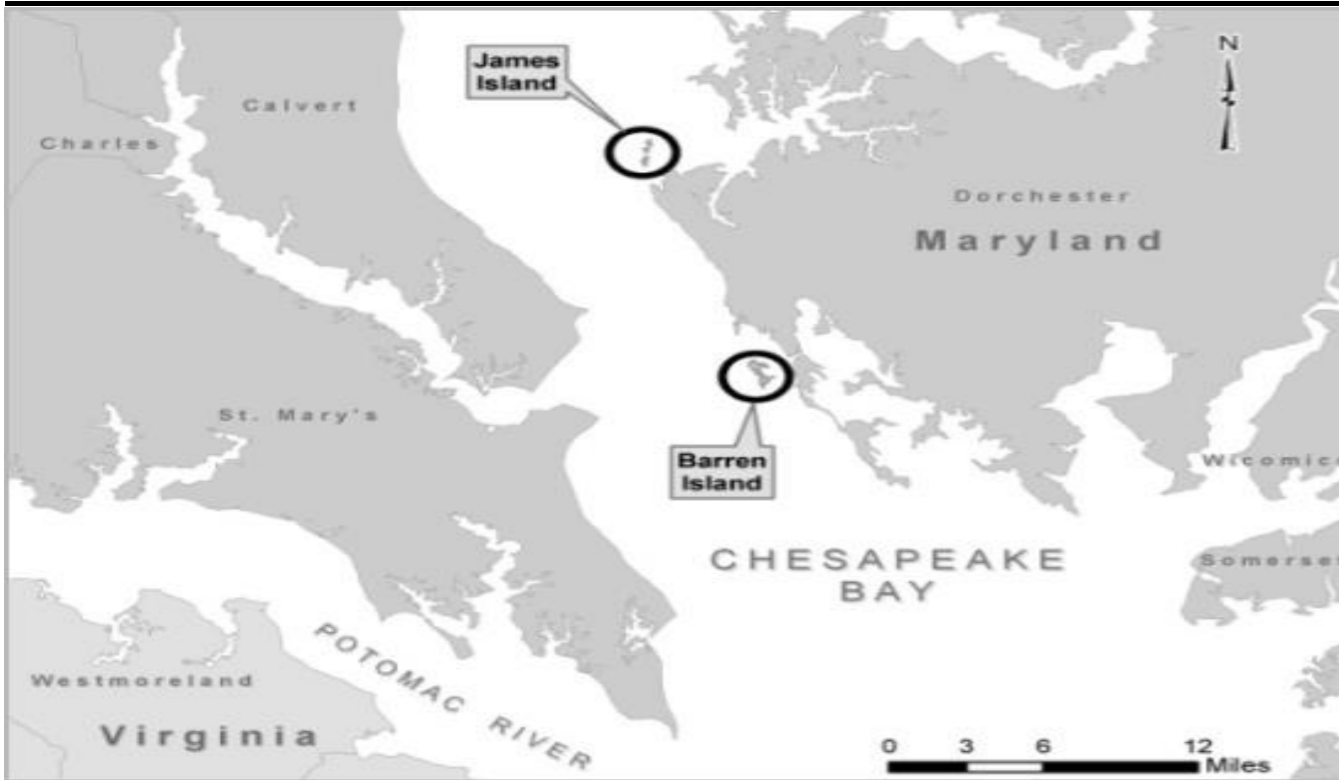
**EXPLANATION:** The placement of this material at the Paul S. Sarbanes Ecosystem Restoration Project at Poplar Island allows the Port of Baltimore to maintain its channels to their authorized depths and allow safe passage of cargo ships entering and leaving the Port of Baltimore, and restores lost habitat 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	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	18,741	15,590	625	600	551	500	500	500	500	3,151	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	200,208	157,508	7,286	6,700	7,500	7,500	7,500	6,000	7,500	42,700	0
<b>Total</b>	<b>218,949</b>	<b>173,098</b>	<b>7,911</b>	<b>7,300</b>	<b>8,051</b>	<b>8,000</b>	<b>8,000</b>	<b>6,500</b>	<b>8,000</b>	<b>45,851</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	218,949	173,098	7,911	7,300	8,051	8,000	8,000	6,500	8,000	45,851	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.

5101, 5103, 5105, 5402



**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
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - 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 on Barren Island began in FY23.

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	CURRENT YEAR	BUDGET YEAR	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	5,518	5,373	100	145	0	0	0	0	0	145	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	22,400	4,100	96,298	125,575	24,080	12,320	11,160	14,500	283,933	45,000
<b>Total</b>	<b>356,851</b>	<b>27,773</b>	<b>4,200</b>	<b>96,443</b>	<b>125,575</b>	<b>24,080</b>	<b>12,320</b>	<b>11,160</b>	<b>14,500</b>	<b>284,078</b>	<b>45,000</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	356,851	27,773	4,200	96,443	125,575	24,080	12,320	11,160	14,500	284,078	45,000
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.





**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:**

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

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

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

**STATUS:** MPA continues to explore and test new methods to reuse dredged material from the Port of Baltimore harbor channels. MPA has started to develop the Cox Creek Sediment Technology and Reuse (STAR) site to continue the advancement of the innovative reuse of dredged material.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Cash flows were adjusted based on parts of the project being deferred due to fiscal constraints and funding being added to FY30. Overall project costs increased by \$1.4M.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	6,292	3,592	200	400	500	500	500	300	500	2,700	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	23,220	4,248	1,769	3,256	3,415	2,215	2,056	4,015	4,015	18,972	0	
<b>Total</b>	<b>29,512</b>	<b>7,840</b>	<b>1,969</b>	<b>3,656</b>	<b>3,915</b>	<b>2,715</b>	<b>2,556</b>	<b>4,315</b>	<b>4,515</b>	<b>21,672</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	29,512	7,840	1,969	3,656	3,915	2,715	2,556	4,315	4,515	21,672	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

5005, 5007, 5241, 000181, 000182, 000311



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

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

**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	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU YEAR				2024	2025	2026	...2027...		
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	4,024	2,622	2,050	10,330	18,100	18,140	13,500	6,330	68,450	2,050
<b>Total</b>	<b>75,000</b>	<b>4,500</b>	<b>2,622</b>	<b>2,050</b>	<b>10,330</b>	<b>18,100</b>	<b>18,140</b>	<b>13,500</b>	<b>6,330</b>	<b>68,450</b>	<b>2,050</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	74,524	4,024	2,622	2,050	10,330	18,100	18,140	13,500	6,330	68,450	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

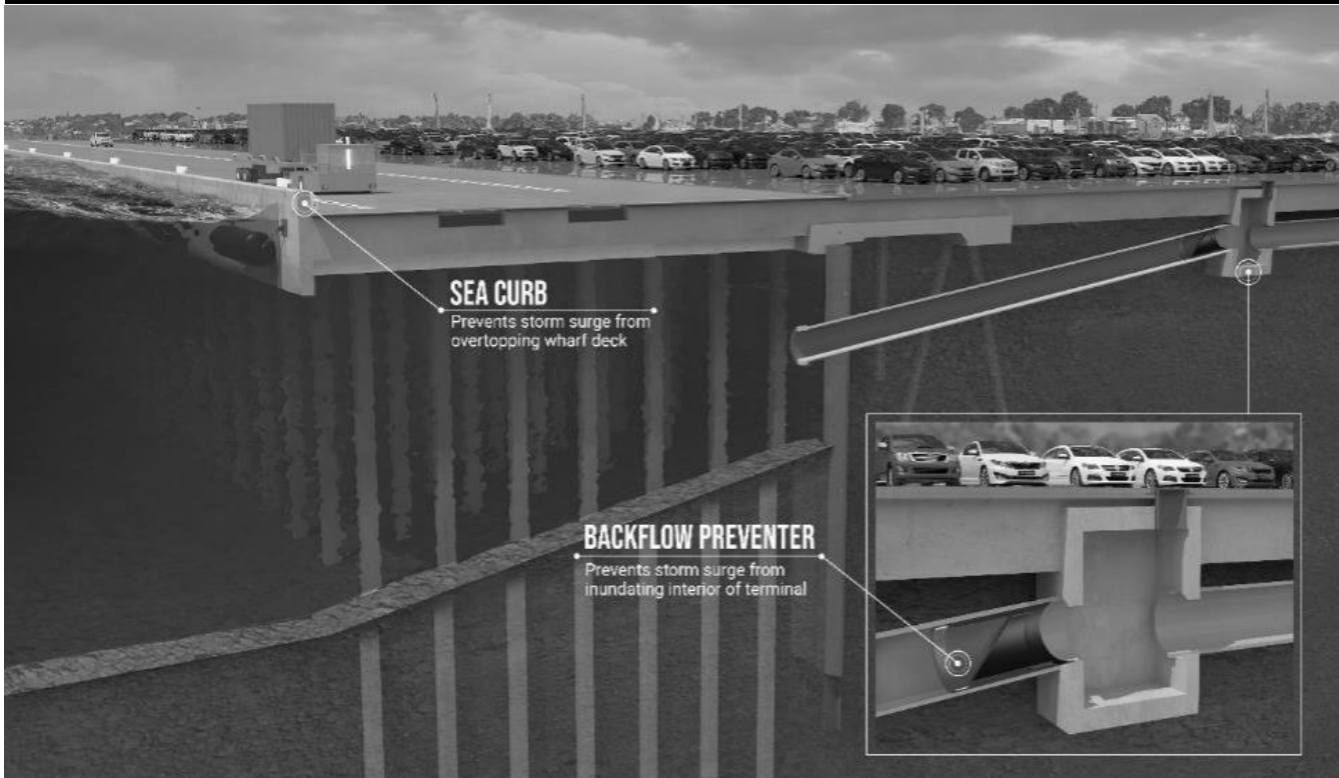
**EXPLANATION:** This project will allow vessels with deeper drafts to make calls at the Dundalk Marine Terminal. Future vessels will be larger than current-day ships and carry more cargo. Rehabilitation of these berths will enable the movement of additional cargo across the terminal.

- 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	PLANNING					SIX	BALANCE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	FOR PLANNING PURPOSES ONLY				YEAR TOTAL	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	35,233	35,233	927	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>35,233</b>	<b>35,233</b>	<b>927</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
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.



**PROJECT:** Dundalk Marine Terminal Resiliency and Flood Mitigation

**DESCRIPTION:** The project will provide critical flood protection improvements at Dundalk Marine Terminal. The project will install tide gates to prevent storm surges from flowing back through the drains onto the terminal; installing a perimeter barrier to prevent storm surges from overtopping the berths; and constructing a new box culvert with lateral drains to deal with extreme rain events.

**PURPOSE & NEED SUMMARY STATEMENT:** The project is part of a larger, long-term resiliency and flood mitigation program at MPA's terminals and is essential in maintaining the POB's competitiveness in the Automobile and Roll-On/Roll-Off heavy equipment marketplace. By making improvements to Dundalk Marine Terminal, the project will reduce the risk of cargo losses due to storm surge and rainfall flooding at the POB's largest and most versatile general cargo facility.

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

**EXPLANATION:** The project will protect Dundalk Marine Terminal from storm surges that may be associated with sea level rise and flooding from future high intensity-short duration rain events.

**STATUS:** Due to increased project costs and fiscal constraints, MPA is identifying additional sources of funding, including federal highway funding sources.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...	TOTAL		
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	69,000	0	0	32,367	28,093	8,540	0	0	0	69,000	0	
<b>Total</b>	<b>69,000</b>	<b>0</b>	<b>0</b>	<b>32,367</b>	<b>28,093</b>	<b>8,540</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>69,000</b>	<b>0</b>	
Federal-Aid	10,000	0	0	4,835	4,040	1,125	0	0	0	10,000	0	
Special	59,000	0	0	27,532	24,053	7,415	0	0	0	59,000	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project start is delayed until 2025 as project costs have increased by \$1.8M.



**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 after outliving its usefulness.

**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
- Deliver System Quality
- Serve Communities and Support the Economy
- 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
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**STATUS:** Fairfield Pier 4 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	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,120	1,789	379	331	0	0	0	0	0	331	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	19,900	10,712	10,712	5,438	3,750	0	0	0	0	9,188	0
<b>Total</b>	<b>22,020</b>	<b>12,502</b>	<b>11,091</b>	<b>5,768</b>	<b>3,750</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,518</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	22,020	12,502	11,091	5,768	3,750	0	0	0	0	9,518	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:**  
Project cost increased by \$3.0M due to unforeseen site conditions.



**PROJECT:** North Locust Point Marine Terminal Preservation Projects

**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.

**PURPOSE & NEED SUMMARY STATEMENT:** The Maryland Port Administration owns a 100+/- acre port terminal, adjacent to the South Locust Point Marine Terminal on McComas Street. The Facility has 25 +/- acres of open uncovered paved land for bulk storage with direct rail access by CSXT. The Facility is fully leased with the longest lease lasting through 2032. There are certain areas of the terminal that need an infrastructure investment to maximize cargo operations and entice potential future public private partnerships.

**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:** North Locust Point Marine Terminal has aging infrastructure that needs to be rehabilitated and/or reconstructed to allow MPA tenants to continue their operations.

- 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 engineering of Pier 3 demolition is underway. Construction projects have been deferred due to fiscal constraints.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER						SIX	BALANCE
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				TOTAL	TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	353	178	178	175	0	0	0	0	0	175	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	2,346	2,346	0	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>2,699</b>	<b>2,524</b>	<b>178</b>	<b>175</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>175</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	2,699	2,524	178	175	0	0	0	0	0	175	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

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

1659, 000204, 000265, 000290



**PROJECT:** Dundalk Marine Terminal Electrification

**DESCRIPTION:** Upgrading power system into Dundalk Marine Terminal for electric vehicles and ship to shore 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:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- 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
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**STATUS:** Electrical System inspection is underway, preliminary engineering has been completed. Construction for all other projects associated with this endeavor are contingent upon funding.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER	PLANNING FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	...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	2,668	1,218	908	225	225	0	0	1,000	0	1,450	0	
Construction	25,803	9,103	13	2,500	3,700	1,500	1,000	2,000	6,000	16,700	0	
<b>Total</b>	<b>28,472</b>	<b>10,322</b>	<b>921</b>	<b>2,725</b>	<b>3,925</b>	<b>1,500</b>	<b>1,000</b>	<b>3,000</b>	<b>6,000</b>	<b>18,150</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	28,472	10,322	921	2,725	3,925	1,500	1,000	3,000	6,000	18,150	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** \$9.7M removed as part of the project has been deferred due to fiscal constraints.

1837, 000292, 000300,



**PROJECT:** Fairfield Marine Terminal Stormwater Management Program

**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.

**PURPOSE & NEED SUMMARY STATEMENT:** Maryland Port Administration is required to restore and protect water quality using stormwater restoration measures and management practices, while simultaneously expanding and redeveloping Port facilities, cleaning up and returning historically contaminated sites to productive use, and continuing to grow and improve the economic competitiveness of one of the largest ports in the US for total cargo tons handled.

**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 stormwater management program at Fairfield / Masonville Marine terminals is required before any further development can be performed on these sites. In addition, Phase I is required to address surface runoff from the Masonville Dredged Material Containment Facility.

- 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:** Construction estimated to begin FY26.

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

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





**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:** 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.

**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
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Not Subject to PFA Law
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**STATUS:** Funding for a new HVAC system and ceiling upgrades are programmed to start in FY27.

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

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



**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	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	5,233	730	730	500	500	500	500	500	2,003	4,503	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	36,813	25,253	4,383	4,882	2,229	700	1,250	1,250	1,250	11,560	0	
<b>Total</b>	<b>42,046</b>	<b>25,983</b>	<b>5,113</b>	<b>5,382</b>	<b>2,729</b>	<b>1,200</b>	<b>1,750</b>	<b>1,750</b>	<b>3,253</b>	<b>16,063</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	42,046	25,983	5,113	5,382	2,729	1,200	1,750	1,750	3,253	16,063	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** \$7.1M 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.

3107, 3217, 000178, 000288, 000339



**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
- Deliver System Quality
- Serve Communities and Support the Economy
- 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
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Not Subject to PFA Law
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**STATUS:** MPA is conducting quarterly structural condition inspections on the Interconnector Bridge. Engineering is underway for repairs and improvement with 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	PLANNING					SIX	BALANCE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	FOR PLANNING PURPOSES ONLY				YEAR TOTAL	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	12,000	0	0	0	12,000	0	0	0	0	12,000	0	
<b>Total</b>	<b>12,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12,000</b>	<b>0</b>	
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
- 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
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**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.

**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	PLANNING FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	...2027...	...2028...	...2029...	...2030...	TOTAL	COMPLETE	
Planning	906	677	40	24	31	63	31	31	50	230	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	63,350	6,566	5,696	4,615	4,650	3,985	2,163	6,000	27,109	0	
<b>Total</b>	<b>91,365</b>	<b>64,027</b>	<b>6,607</b>	<b>5,720</b>	<b>4,646</b>	<b>4,713</b>	<b>4,016</b>	<b>2,194</b>	<b>6,050</b>	<b>27,339</b>	<b>0</b>	
Federal-Aid	15	15	0	0	0	0	0	0	0	0	0	
Special	91,350	64,012	6,607	5,720	4,646	4,713	4,016	2,194	6,050	27,339	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:** MPA partnered with Ports America Chesapeake (PAC) in a Public Private Partnership that has received a \$6.6M FY18 BUILD grant through USDOT - MARAD. Project completed in FY24.

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	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...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	
<b>Total</b>	<b>36,869</b>	<b>36,869</b>	<b>1,006</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
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.



**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 and monitoring during and after placement.

**PURPOSE & NEED SUMMARY STATEMENT:** The State's 20-Year Dredged Material Management Plan (DMMP) 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.

**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
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Not Subject to PFA Law
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**EXPLANATION:** The Port of Baltimore is one of only a few East Coast ports with the depth and infrastructure to accommodate some of the world's largest container ships. Maintaining the shipping channels leading into the Port of Baltimore is critical to maritime commerce in the state. Managing, monitoring and utilizing sediments in ways that are good for the Port, the surrounding communities, and the environment are the priorities of the program, and a core value to the State.

**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.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	52,164	33,854	3,305	3,182	2,878	3,075	3,075	3,050	3,050	18,310	0	
Engineering	32,136	21,606	1,752	2,210	1,720	1,750	1,600	1,400	1,850	10,530	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	68,573	32,685	500	15,237	8,158	5,494	0	0	7,000	35,889	0	
<b>Total</b>	<b>152,873</b>	<b>88,144</b>	<b>5,556</b>	<b>20,629</b>	<b>12,756</b>	<b>10,319</b>	<b>4,675</b>	<b>4,450</b>	<b>11,900</b>	<b>64,729</b>	<b>0</b>	
Federal-Aid	34,551	12,699	500	8,200	8,158	5,494	0	0	0	21,852	0	
Special	118,322	75,445	5,056	12,429	4,598	4,825	4,675	4,450	11,900	42,877	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** The overall cost increased by \$6.0M 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-22: Climate Solutions Now Act and Related Projects.

5206,5245-46,5260,5401,5419-20,5425-27, 000226, 000236



**PROJECT:** Port of Baltimore Rail Capacity Modernization Project

**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.

**PURPOSE & NEED SUMMARY STATEMENT:** The project is needed to modernize the ICTF's rail yard infrastructure to support increased demand for double stacked trains of containerized cargo once the Howard Street Tunnel Project is complete.

**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 project will support increased cargo demand at the terminal, upgrade the rail container terminal's aging infrastructure to achieve a higher level of safety, promote energy efficiency with electric rather than diesel equipment, reduce emissions and improve air quality by reducing the number of trucks on the road, and invest in vital rail infrastructure that will help alleviate the increasing pressure on the supply chain.

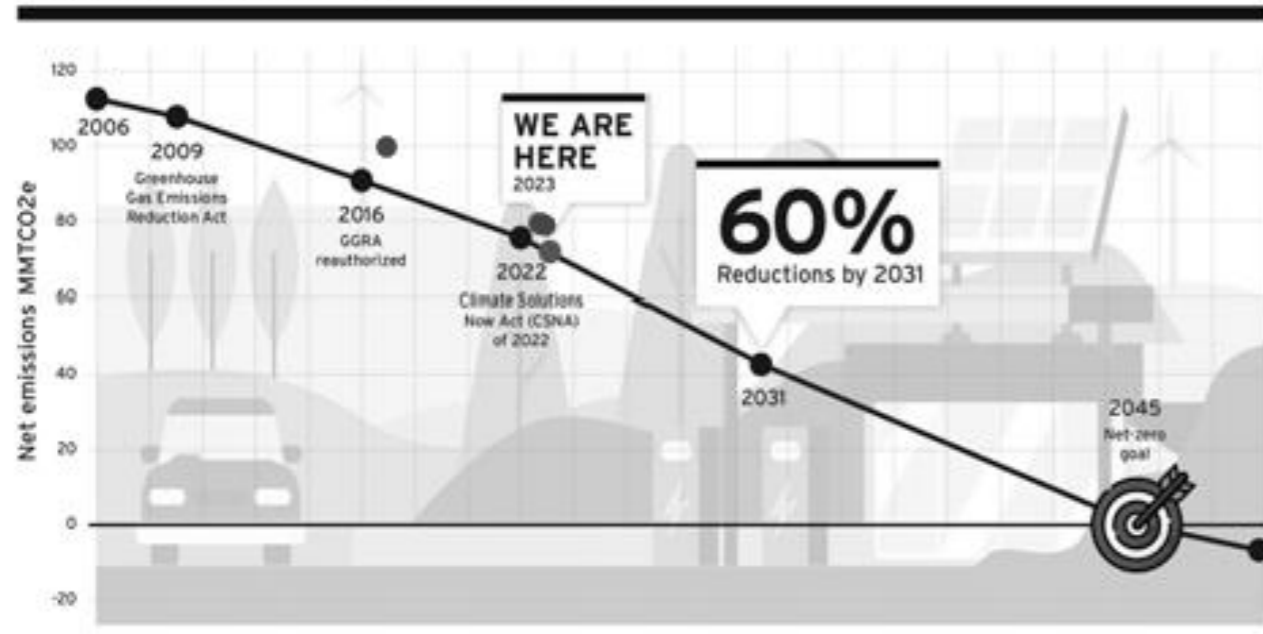
- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**STATUS:** The 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					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET 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	22,400	0	0	0	16,170	6,230	0	0	0	22,400	0
<b>Total</b>	<b>22,400</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16,170</b>	<b>6,230</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22,400</b>	<b>0</b>
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.

Timeline to Achieve Maryland's Climate Goals



**PROJECT:** Climate Solutions Now Act and Related Projects

**DESCRIPTION:** MPA's compliance with the Climate Solutions Now Act 2022, includes converting the fleet to zero emission vehicles, replacing equipment with high energy efficiency and installing technologies with the goal of reducing greenhouse gas emissions.

**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:

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

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

**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.

**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			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...		
Planning	18,480	15,042	1,285	449	229	960	900	900	0	3,438	0
Engineering	25	25	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	8,579	7,400	4,911	1,028	0	0	0	150	0	1,178	0
<b>Total</b>	<b>27,083</b>	<b>22,467</b>	<b>6,196</b>	<b>1,478</b>	<b>229</b>	<b>960</b>	<b>900</b>	<b>1,050</b>	<b>0</b>	<b>4,617</b>	<b>0</b>
Federal-Aid	651	651	0	0	0	0	0	0	0	0	0
Special	26,432	21,816	6,196	1,478	229	960	900	1,050	0	4,617	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:**  
The overall project costs increased by \$18.6M as a project (MPA5418 - Environmental Management System Compliance) was moved from PIF: MPA-20 Dredged Material Placement and Monitoring) to this PIF.

0184, 0299, 0310, 0312, 196, 5418





**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		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	1,730	1,178	485	452	100	0	0	0	0	552	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	
<b>Total</b>	<b>1,730</b>	<b>1,178</b>	<b>485</b>	<b>452</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>552</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	1,730	1,178	485	452	100	0	0	0	0	552	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

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



**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:** Project is on hold.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER						SIX	BALANCE
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				TOTAL	TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU YEAR				FOR PLANNING PURPOSES ONLY						
		CLOSE YEAR	2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	3,254	3,254	2,604	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	0	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>3,254</b>	<b>3,254</b>	<b>2,604</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	3,254	3,254	2,604	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:** None.



**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:** Project is on hold.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER	PLANNING FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	1,480	1,480	1,111	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	0	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>1,480</b>	<b>1,480</b>	<b>1,111</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	1,480	1,480	1,111	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:**  
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
- Deliver System Quality
- Serve Communities and Support the Economy
- 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
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - 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	PLANNING FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU YEAR	PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	...2027...	...2028...	...2029...	...2030...	TOTAL	COMPLETE	
Planning	25	0	0	25	0	0	0	0	0	25	0	
Engineering	725	76	76	649	0	0	0	0	0	649	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	
<b>Total</b>	<b>5,750</b>	<b>76</b>	<b>76</b>	<b>5,674</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,674</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	5,750	76	76	5,674	0	0	0	0	0	5,674	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.

000207, 000294

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

**MARYLAND PORT ADMINISTRATION - LINE 27**

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	\$ 2,000	FY 2028
<b><u>Comprehensive Paving Program</u></b>			
MPA1706	Agency Wide Comprehensive Paving XI	\$ 15,565	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
MPAPRJ000189	Urban Forestry Program	\$ 0	Deferred
MPAPRJ000315	COASTAL RESILIENCY & ADAPTATION PLAN (BRIC Grant)	\$ 200	Underway
MPAPRJ000369	Electric Sweeper	\$ 797	FY 2025
MPAPRJ000370	Feasibility Study of Electrifying Car Carrier Fleet	\$ 180	FY 2025
<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	\$ 10,331	Ongoing
MPA5220	Environmental Initiatives Program	\$ 4,609	Ongoing
MPA5221	Chesapeake Bay PORTS System	\$ 9,544	Ongoing
MPA5224	Economic Studies - UMCES	\$ 4,980	Ongoing
<b><u>Information Systems Division</u></b>			
MPA3124	CTIPP Equipment	\$ 6,298	Ongoing
MPA3215	IT Database Infrastructure Implementation Support	\$ 2,304	Ongoing
MPA3216	Dundalk Fiber Upgrade and Expansion	\$ 0	Deferred

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

**MARYLAND PORT ADMINISTRATION - LINE 27**

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b>Information Systems Division</b>			
MPAPRJ000185	Enhance Cybersecurity-Core Network Backbone -Repl. End of Life Network Switches	\$ 384	Completed
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
MPAPRJ000209	WTC ACS- Replacement - Genetec	\$ 383	Completed
MPAPRJ000213	Improve MDOT MPA Access Security Control System Phase 2 (2021 PSGP)	\$ 498	Ongoing
MPAPRJ000217	2021 PSGP Submission: Cyber Auto Rem Phase II	\$ 509	Ongoing
MPAPRJ000219	2021 PSGP Submission: Cybersecurity Enhancement of Unified Security Platform	\$ 572	Ongoing
MPAPRJ000220	2021 PSGP Submission:Enhancing Perimeter Security with On-Target Detection Technology	\$ 650	Completed
MPAPRJ000242	CCTV maintenance	\$ 500	Ongoing
MPAPRJ000293	CTP FY24-28 ISD Systems Engineer Resource	\$ 800	FY 2024
MPAPRJ000307	Application Software Cybersecurity A & R (PSGP22)	\$ 450	Underway
MPAPRJ000329	Resource for Grant Management System	\$ 250	Underway
<b>Landside - Security Enhancements</b>			
MPA1779	CCTV Camera EOL Replacement	\$ 489	Ongoing
MPA1941	Wave Camera System Replacement	\$ 354	Ongoing
MPAPRJ000281	One Stop Security Processing at DMT Truck Plaza	\$ 2,118	Design Underway
MPAPRJ000296	Mobile TWIC Readers (PSGP22)	\$ 15	Underway
MPAPRJ000297	MPA Security FSA and FSP Updates (PSGP22)	\$ 50	Completed
<b>Landside Facility and Capital Equipment</b>			
MPA3038	Sprinkler Repairs	\$ 2,307	Ongoing
MPA3106	Railroad Inspection and Construction	\$ 11,225	Ongoing
MPA3233	Vehicles and Light Trucks (DA-8 eligible)	\$ 3,777	Deferred
MPAPRJ000280	Telehandler Units	\$ 765	Completed
MPAPRJ000334	Vehicle Exempt	\$ 148	Deferred

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

**MARYLAND PORT ADMINISTRATION - LINE 27**

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Landside Major Projects</u></b>			
MPAPRJ000272	DMT Waterline Rehabilitation Program	\$ 13,567	Design Underway
MPAPRJ000313	RUBB Building at DMT Lot 500	\$ -	Deferred
<b><u>Landside Studies and Open Ended Contracts</u></b>			
MPA1211	Portwide Engineering and Design - Balance	\$ 6,196	FY 2029
MPA1281	Construction Management & Inspection	\$ 12,184	Ongoing
MPA1286	Portwide Engineering and Design Contracts	\$ 34,806	Ongoing
MPA1827	Surveying	\$ 350	Ongoing
MPAAWC000188	MPA Diving Services	\$ 350	Ongoing
MPAAWC000308	CATS/GIS - JMT	\$ 2,672	Ongoing
MPAAWC000309	CATS/GIS - KCI	\$ 2,559	Ongoing
MPAPRJ000223	Waterfront Structure Inspections	\$ 5,823	Ongoing
MPAPRJ000238	Agency Wide Structures Engineering	\$ 11,733	Ongoing
<b><u>Landside System Preservation</u></b>			
MPA1785	System Preservation - All Terminals - Supplemental	\$ 18,748	FY 2030
MPAPRJ000290	NLP Waterline Replacement	\$ 3	Deferred
MPAPRJ000291	DMT Shed 201B Roof Replacement	\$ 5,831	Under Construction
<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