

**MDOT** MARYLAND DEPARTMENT OF TRANSPORTATION  

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MARYLAND PORT ADMINISTRATION

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

	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>SIX - YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
Major Projects	142.9	174.3	179.7	149.5	114.8	40.8	801.9
System Preservation Minor Projects	31.1	21.6	18.0	50.5	44.4	54.7	220.3
<b><u>Development &amp; Evaluation Program</u></b>	2.1	1.8	1.6	0.4	0.4	1.0	7.3
<b>SUBTOTAL</b>	176.0	197.7	199.3	200.4	159.6	96.5	1,029.6
<b><u>Capital Salaries, Wages &amp; Other Costs</u></b>	4.9	4.9	5.0	5.0	5.0	5.0	29.8
<b>TOTAL</b>	180.9	202.6	204.3	205.4	164.6	101.5	1,059.3
<b>Special Funds</b>	128.0	102.7	92.3	103.1	112.6	101.5	640.1
<b>Federal Funds</b>	13.7	44.3	33.0	31.5	30.0	-	152.5
<b>Other Funds</b>	39.2	55.6	79.0	70.8	22.0	-	266.6

\* For Minors breakdown, please refer to the System Preservation Minor Projects Program report.



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

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

**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 redevelopment of the site for public and ecological benefit.

**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

**ASSOCIATED IMPROVEMENTS:**

Dredge Material Placement Monitoring -- Line 2 Dredged Material Program -- Line 14

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

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

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

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

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	7,604	7,604	54	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	100,120	82,647	2,762	2,973	2,500	3,000	3,000	3,000	3,000	17,473	0
<b>Total</b>	<b>107,724</b>	<b>90,251</b>	<b>2,816</b>	<b>2,973</b>	<b>2,500</b>	<b>3,000</b>	<b>3,000</b>	<b>3,000</b>	<b>3,000</b>	<b>17,473</b>	<b>0</b>
Federal-Aid										0	
Special	107,724	90,251	2,816	2,973	2,500	3,000	3,000	3,000	3,000	17,473	0
Other										0	

5002, 5003, 5004

**SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP:** None.



**PROJECT:** Dredged Material Placement and Monitoring

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

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

**SMART GROWTH STATUS:** ☒ Project Not Location Specific ☐ Not Subject to PFA Law

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

**ASSOCIATED IMPROVEMENTS:**

Hart Millier Island Related Projects - Line 1, Dredged Material Management Program - Line 11, Cox Creek Dredged Material Containment Facility - Line 8, Innovative Use of Dredged Material - Line 13, Mid-Chesapeake Bay Island Restoration Project - Line 14, Poplar Island - Line 15

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

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	50,661	40,273	3,318	1,478	600	1,864	1,296	950	4,200	10,388	0
Engineering	40,334	16,228	3,198	5,658	4,950	6,032	2,466	2,500	2,500	24,106	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	293,670	256,096	12,253	12,674	12,900	3,000	3,000	3,000	3,000	37,574	0
<b>Total</b>	<b>384,665</b>	<b>312,598</b>	<b>18,770</b>	<b>19,809</b>	<b>18,450</b>	<b>10,896</b>	<b>6,762</b>	<b>6,450</b>	<b>9,700</b>	<b>72,067</b>	<b>0</b>
Federal-Aid	21,758	6,059	161	5,799	9,900	0	0	0	0	15,699	0
Special	362,907	306,539	18,609	14,010	8,550	10,896	6,762	6,450	9,700	56,368	0
Other										0	

**SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP:** \$265.3 million decrease in State funding due to reduced revenues from COVID-19 pandemic as well as projects being reallocated to other PIFs. MDOT will be re-evaluating all deferrals for opportunities to restore funding as additional information becomes available on revenues and potential federal infrastructure support. The largest project change was the \$81M deferral for the expansion of the Masonville Dredge Placement Facility.

5206, 5232, 5235, 5237, 5245, 5246, 5260, 5401, 5418, 5419, 5420, 5425, 5426, 5427, 5421, 5422, 5423

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

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

**EXPLANATION:** Funding of this project allows 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.

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

**DESCRIPTION:** The western bulkhead at Dundalk Marine Terminal was part of the original Harbor Municipal Airport dating back to the 1930's; 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 vessels 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, i.e. automobiles, forest products, roll-on/roll-off and other break-bulk (van packs). Age and harsh marine environment require these berths be rehabilitated before they become unstable. The other berths at Dundalk Marine Terminal (7-13) are not viable alternatives since they are too distant from the warehouses and automobile lots.

**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"/> Exception Will Be Required <input type="checkbox"/> Exception Granted
<input type="checkbox"/> Project Outside PFA	
<input type="checkbox"/> PFA Status Yet to Be Determined	

**ASSOCIATED IMPROVEMENTS:**  
None.

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

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 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2023...	...2024...	...2025...	...2026...		
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	34,000	0	0	8,300	10,300	14,300	1,100	0	0	34,000	0
<b>Total</b>	<b>34,000</b>	<b>0</b>	<b>0</b>	<b>8,300</b>	<b>10,300</b>	<b>14,300</b>	<b>1,100</b>	<b>0</b>	<b>0</b>	<b>34,000</b>	<b>0</b>
Federal-Aid										0	
Special	34,000	0	0	8,300	10,300	14,300	1,100	0	0	34,000	0
Other										0	

**SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP:** \$19.9M decrease due to the deletion of a completed project.



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

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

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

**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

**ASSOCIATED IMPROVEMENTS:**

Seagirt Marine Terminal Modernization - Phase 2 Loop Channel Improvements (Line 15)

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

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

**EXPLANATION:** Having a second deep water berth at Seagirt will allow more frequent calls from the large container ships. It is estimated that the impact of the increased terminal capacity could contribute to approximately 1950 direct, induced and indirect jobs resulting in an increase of \$195 million in Total Economic activity.

**STATUS:** MDOT MPA is partnering with Ports America Chesapeake in a Public Private Partnership that has received a \$6.6M grant BUILD grant through USDOT - MARAD.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	33,964	0	0	30,525	3,439	0	0	0	0	33,964	0
<b>Total</b>	<b>33,964</b>	<b>0</b>	<b>0</b>	<b>30,525</b>	<b>3,439</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33,964</b>	<b>0</b>
Federal-Aid	6,555	0	0	5,867	688	0	0	0	0	6,555	0
Special	9,000	0	0	9,000	0	0	0	0	0	9,000	0
Other	18,409	0	0	15,658	2,751	0	0	0	0	18,409	0

**SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP:** None.

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



**PROJECT:** South Locust Point Cruise Terminal

**DESCRIPTION:** Cruise lines operate international excursions out of MPA facilities. Recent projects include installing a redundant electrical feeder, new restrooms; upgrading the public address system; enclosing the existing canopy; purchase new check-in counters, furniture and carpeting; expanded Customs and Border Protection inspection area and erecting a new cruise entrance which will 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:**

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

**ASSOCIATED IMPROVEMENTS:**

None

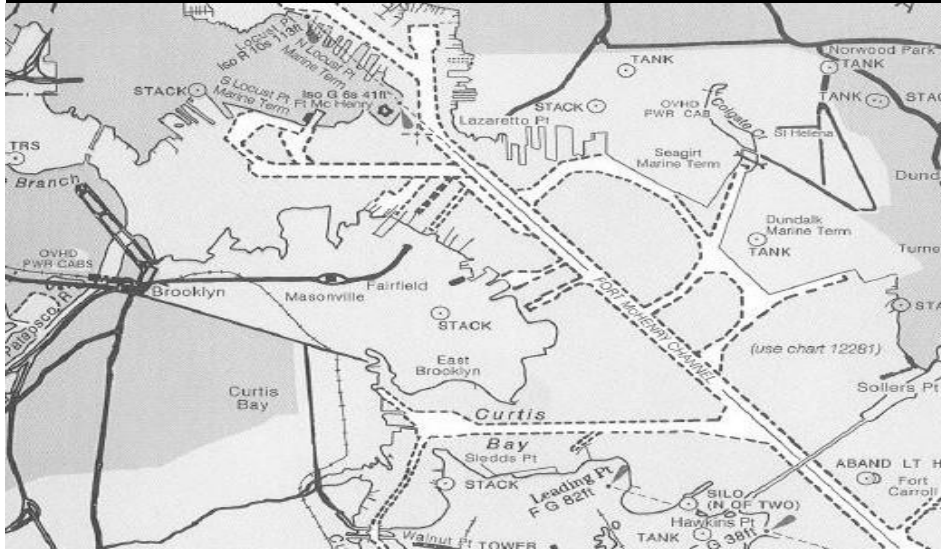
**EXPLANATION:** The improvements made at the South Locust Point Marine Terminal are for the comfort and convenience of cruise line passengers. These improvements spurred an increase in passenger demand and voyages from MPA facilities in the Port of Baltimore.

**STATUS:** The terminal started operations in FY 2006. The remaining funds will be used for facility improvements.

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 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2023...	...2024...	...2025...	...2026...		
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	7,987	7,951	438	35	0	0	0	0	0	35	0
<b>Total</b>	<b>7,987</b>	<b>7,951</b>	<b>438</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>0</b>
Federal-Aid										0	
Special	7,987	7,951	438	35	0	0	0	0	0	35	0
Other										0	

**SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP:** None

1615, 1616, 1635, 1638, 1640, 1641, 1644, 1645, 1655

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

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

**EXPLANATION:** Purchase of property adjacent to the existing terminal allows the MPA to increase cargo activity in the Port of Baltimore. The increased activity will have a positive impact on local and state jobs.

**PROJECT:** Marine Terminal Property Acquisition

**DESCRIPTION:** Purchase parcel(s) of land adjacent to or in the vicinity of existing marine terminals at the Port of Baltimore.

**PURPOSE & NEED SUMMARY STATEMENT:** The desired parcels will allow for greater capacity at existing terminals and will be used to store autos and RoRo equipment for security processing or other space needs. Expanding existing terminals is more cost effective than building new terminals.

**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

**ASSOCIATED IMPROVEMENTS:**

None

**STATUS:** In FY17, MPA acquired a substantial parcel of land at Point Breeze

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
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	84,928	84,928	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>84,928</b>	<b>84,928</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>	<b>0</b>
Federal-Aid										0	
Special	84,928	84,928	0	0	0	0	0	0	0	0	0
Other										0	

**SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP:** \$5M in State funding deferred due to reduced revenues from COVID-19 pandemic. MDOT will be re-evaluating all deferrals for opportunities to restore funding as additional information becomes available on revenues and potential federal infrastructure support.





**PROJECT:** Chrome Ore Processing Residue Remediation (COPR)

**DESCRIPTION:** After years of COPR investigations, and submission of a Corrective Measures Alternative Analysis (CMAA), 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 MDE in July 2012.

**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

**ASSOCIATED IMPROVEMENTS:**  
None

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

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

**EXPLANATION:** Remediation of the affective 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 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 Maryland Department of the Environment in July 2012. Corrective actions are underway.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2023...	...2024...	...2025...	...2026...		
Planning	734	584	15	25	25	25	25	25	25	150	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	70,121	49,670	3,479	3,565	3,286	3,400	3,400	3,400	3,400	20,451	0
<b>Total</b>	<b>70,855</b>	<b>50,254</b>	<b>3,494</b>	<b>3,590</b>	<b>3,311</b>	<b>3,425</b>	<b>3,425</b>	<b>3,425</b>	<b>3,425</b>	<b>20,601</b>	<b>0</b>
Federal-Aid	15	15	0	0	0	0	0	0	0	0	0
Special	70,840	50,239	3,494	3,590	3,311	3,425	3,425	3,425	3,425	20,601	0
Other										0	

**SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP:**  
Decrease of \$2.9M due to reduced cost estimates

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



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

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

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

**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

**ASSOCIATED IMPROVEMENTS:**

None

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

☐ Safe, Secure, and Resilient ☒ Quality & Efficiency  
☐ Maintain & Modernize ☐ Environmental Protection  
☒ Economic Opportunity & Reduce Congestion ☐ Fiscal Responsibility  
☐ Better Transportation Choices & Connections

**EXPLANATION:** The placement of this material at Cox Creek allows vehicles to transport cargo to and from the Port of Baltimore

**STATUS:** Construction of the foundation for the dike raising will commence this year and engineering designs for the dike raising are currently being completed. Dredged material placement is planned to continue during the construction.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2023...	...2024...	...2025...	...2026...		
Planning	765	765	0	0	0	0	0	0	0	0	0
Engineering	6,850	6,850	0	0	0	0	0	0	0	0	0
Right-of-way	1,011	1,011	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	215,227	114,117	28,132	39,178	7,389	6,000	6,043	5,000	5,000	68,610	32,500
Total	223,853	122,743	28,132	39,178	7,389	6,000	6,043	5,000	5,000	68,610	32,500
Federal-Aid										0	
Special	223,853	122,743	28,132	39,178	7,389	6,000	6,043	5,000	5,000	68,610	32,500
Other										0	

**SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP:** \$17.6M in State funding for expansion of Cox Creek has been deferred due to reduced revenues from COVID-19 pandemic. MDOT will be re-evaluating all deferrals for opportunities to restore funding as additional information becomes available on revenues and potential federal infrastructure support.

5305, 5308, 5309, 5311

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

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

**EXPLANATION:** The project will create double-stack rail access to and from the Port of Baltimore which 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 with minimal impact to the public and the environment.

**PROJECT:** Howard Street Tunnel Project (INFRA GRANT)

**DESCRIPTION:** The project consists of reconstructing the 125-year-old Howard Street Tunnel in Baltimore and improving the vertical clearance at 22 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. The project was added to the CTP following the September 2019 INFRA award from the US Department of Transportation

**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.

**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

**ASSOCIATED IMPROVEMENTS:**  
None

**STATUS:** MDOT MPA is working with CSX and the Federal Railroad Administration to complete pre-construction activities such as NEPA approval, engineering and permitting in 2020. Construction is expected to begin in 2021.

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 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST	THRU				...	...	...	...		
	(\$000)	CLOSE YEAR				...	...	...	...		
Planning	4,500	2,500	0	2,000	0	0	0	0	0	2,000	0
Engineering	8,000	0	0	8,000	0	0	0	0	0	8,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	453,500	22,500	0	12,500	115,000	125,000	105,000	73,500	0	431,000	0
Total	466,000	25,000	0	22,500	115,000	125,000	105,000	73,500	0	441,000	0
Federal-Aid	128,000	0	0	0	33,500	33,000	31,500	30,000	0	128,000	0
Special	68,000	0	0	0	30,000	13,500	3,000	21,500	0	68,000	0
Other	270,000	25,000	0	22,500	51,500	78,500	70,500	22,000	0	245,000	0

**SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP:** None



**PROJECT:** Hawkins Point Algal Flow Way TMDL

**DESCRIPTION:** To Construct an Algal Flow-way (AFW) at Hawkins Point. The AFW is a best management practice for treating stormwater. We will receive credits as if we are treating stormwater on one of the cargo terminals. The AFW removes Nitrogen, Phosphorus and Sediment by growing algae and using the water from the Patapsco River. The algae uses the nutrients from the river to grow, and thus, removes the unwanted nutrients from the water system. The algae is then removed and disposed of at a landfill.

**PURPOSE & NEED SUMMARY STATEMENT:** A Condition of our Permit that requires that we comply with our Water Discharge Permit, for treating water quality. The conditions state that we must have the work completed prior to 2025, which includes design and construction.

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

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

**ASSOCIATED IMPROVEMENTS:**

**EXPLANATION:** This is in response to the Presidential Executive Order to improve the water quality of the Chesapeake Bay by 2025. Maryland Department of the Environment has put Bay restoration requirements in stormwater discharge permits. The MPA is required to treat 20% of the impervious surfaces. This funding will allow MPA to stay in compliance with MDE permits and to help improve the health of the Bay.

**STATUS:** We have completed the 30% design of the HP AFT

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	4,000	0	0	0	0	0	0	4,000	0	4,000	0
<b>Total</b>	<b>4,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,000</b>	<b>0</b>	<b>4,000</b>	<b>0</b>
Federal-Aid										0	
Special	4,000	0	0	0	0	0	0	4,000	0	4,000	0
Other										0	

**SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP:** Added to the Construction Program

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

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

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

**PROJECT:** Innovative 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 navigation 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.

**SMART GROWTH STATUS:** ☒ Project Not Location Specific ☐ Not Subject to PFA Law

<input type="checkbox"/> Project Inside PFA	_____	<input type="checkbox"/> Grandfathered
<input type="checkbox"/> Project Outside PFA		<input type="checkbox"/> Exception Will Be Required
<input type="checkbox"/> PFA Status Yet to Be Determined		<input type="checkbox"/> Exception Granted

**ASSOCIATED IMPROVEMENTS:**

Dredged Material Placement Monitoring - Line 2 Dredged Material Program - Line 14

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

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	11,876	2,430	607	926	2,010	1,676	820	1,857	2,157	9,446	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	2,700	110	47	1,484	845	181	80	0	0	2,590	0
<b>Total</b>	<b>14,576</b>	<b>2,540</b>	<b>654</b>	<b>2,410</b>	<b>2,855</b>	<b>1,857</b>	<b>900</b>	<b>1,857</b>	<b>2,157</b>	<b>12,036</b>	<b>0</b>
Federal-Aid										0	
Special	14,576	2,540	654	2,410	2,855	1,857	900	1,857	2,157	12,036	0
Other										0	

**SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP:** This project was broken out and separated from the Dredged Material Placement and Monitoring project.

5005, 5007, 5241, 000181, 000182

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

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

**EXPLANATION:** The placement of this material at the Paul S. Sarbanes Ecosystem Restoration Project at Poplar Island allows vessels to transport cargo to and from the Port of Baltimore and restores lost habitat due to sea level rise and erosion.

**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 for the beneficial use of dredged material restoring remote island habitat in the mid-Chesapeake Bay. In 1996, only five acres remained of the 1,140 acres that were documented in 1847. MDOT MPA working with the US Army Corp 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 US Army Corp of Engineers and the money shown here is just the state contribution.

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

**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

<input type="checkbox"/> Project Inside PFA	Grandfathered Exception Will Be Required Exception Granted
<input checked="" type="checkbox"/> Project Outside PFA	
<input type="checkbox"/> PFA Status Yet to Be Determined	

**ASSOCIATED IMPROVEMENTS:**

Dredge Material Placement Monitoring -- Line 2 Dredged Material Program -- Line 14

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

**POTENTIAL FUNDING SOURCE:**

☐ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	17,459	12,840	1,303	1,453	1,100	1,100	466	500	0	4,619	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	191,775	133,350	5,903	5,726	7,241	10,686	16,472	8,800	9,500	58,425	0
<b>Total</b>	<b>209,234</b>	<b>146,190</b>	<b>7,206</b>	<b>7,179</b>	<b>8,341</b>	<b>11,786</b>	<b>16,938</b>	<b>9,300</b>	<b>9,500</b>	<b>63,044</b>	<b>0</b>
Federal-Aid										0	
Special	209,234	146,190	7,206	7,179	8,341	11,786	16,938	9,300	9,500	63,044	0
Other										0	

**SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP:** This project was broken out and separated from the Dredged Material Placement and Monitoring project.

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 of 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 US Army Corp of Engineers and the money shown here is just the state 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 maintain its channels to their authorized depths and allow safe passage of cargo ships entering and leaving the Port of Baltimore. This project is part of the Governor's Strategic Plan for Dredged Material Management that identifies either specific sites and projects, or types of sites and projects for future dredged material placement.

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

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

**EXPLANATION:** The placement of material at the Mid-Chesapeake Bay Island Ecosystem Restoration Project will allow vessels to transport cargo to and from the Port of Baltimore and will restore lost habitat due to sea level rise and erosion.

**ASSOCIATED IMPROVEMENTS:**

Dredged Material Placement Monitoring - Line 2 Dredged Material Program - Line 14

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

POTENTIAL FUNDING SOURCE:											
<div><input type="checkbox"/> SPECIAL    <input type="checkbox"/> FEDERAL    <input type="checkbox"/> GENERAL    <input type="checkbox"/> OTHER</div>											
PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED				FOR PLANNING PURPOSES ONLY					
	COST	THRU									
	(\$000)	CLOSE YEAR									
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	5,935	1,993	1,993	3,895	47	0	0	0	0	3,942	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	
Construction	28,472	0	0	0	2,472	3,400	6,300	8,300	8,000	28,472	
Total	34,407	1,993	1,993	3,895	2,519	3,400	6,300	8,300	8,000	32,414	
Federal-Aid										0	
Special	34,407	1,993	1,993	3,895	2,519	3,400	6,300	8,300	8,000	32,414	
Other										0	

**SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP:** This project was broken out and separated from the Dredged Material Placement and Monitoring project.



**PROJECT:** Dredged Material Management Program

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

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

**SMART GROWTH STATUS:** ☒ Project Not Location Specific ☐ Not Subject to PFA Law

<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

**ASSOCIATED IMPROVEMENTS:**

Hart Miller Island Related Projects - Line 1, Dredge Material Placement and Monitoring - Line 2, Cox Creek Dredged Material Containment Facility - Line 8, Innovative Use of Dredged Material - Line 11, Mid-Chesapeake Bay Island Restoration Project - Line 13, Poplar Island - Line 12

**STATUS:** Feasibility Studies are 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 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2023...	...2024...	...2025...	...2026...		
Planning	9,421	7,455	599	396	500	570	0	0	500	1,966	0
Engineering	8,301	7,274	381	403	388	136	0	0	100	1,027	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	50,358	47,554	2,000	804	400	400	400	400	400	2,804	0
Total	68,080	62,282	2,979	1,603	1,288	1,106	400	400	1,000	5,797	0
Federal-Aid										0	
Special	68,080	62,282	2,979	1,603	1,288	1,106	400	400	1,000	5,797	0
Other										0	

**SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP:** This program decreased by \$39 M to reduced revenues from COVID-19 pandemic as well as projects being reallocated to other PIFs. MDOT will be re-evaluating all deferrals for opportunities to restore funding as additional information becomes available on revenues and potential federal infrastructure support.



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

**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

<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

**Seagirt Marine Terminal Modernization - Phase 1 - Berth Improvements-(Line 4)**

**STATUS:** Studies are underway to widen and deepen the channel to Seagirt Marine Terminal.

☒ SPECIAL    ☐ FEDERAL    ☐ GENERAL    ☐ OTHER[illegible]

**SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP:** Project cost decreased \$30.8M due to elimination of balance to complete. \$1.5M increase in funding added to augment the study.

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

**MARYLAND PORT ADMINISTRATION - LINE 16**

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<b><u>Agency Wide Building Repairs</u></b>				
MPA1854	Agency Wide Facility Improvements	\$	11,330	Underway
<b><u>Agency Wide Utility Upgrades Program</u></b>				
MPA1837	Agency Wide Utility Installation	\$	14,168	Underway
<b><u>All Terminals</u></b>				
MPA1829	EPC Capital Projects	\$	4,482	Completed
<b><u>Comprehensive Paving Program</u></b>				
MPA1842	Agency Wide Paving Repairs	\$	15,991	Underway
<b><u>Information Systems Division</u></b>				
MPA3124	CTIPP Equipment	\$	5,284	Ongoing
<b><u>Landside - Security Enhancements</u></b>				
MPA1779	CCTV Camera EOL Replacement	\$	650	FY 2021
MPA1791	Port Security Grant Program 2019	\$	943	Underway
MPA1912	DMT POV Gate Upgrade	\$	720	Underway
MPA1940	Security Systems Integration	\$	524	Completed
<b><u>Landside - WTC Preservation</u></b>				
MPA3107	WTC Property Management	\$	22,650	Underway
<b><u>Landside Facility and Capital Equipment</u></b>				
MPA1140	Facility Inventory Control Bldg, Demo Bldg 91C	\$	7,036	Completed
MPA3106	Railroad Inspection and Construction	\$	7,645	Ongoing

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

**MARYLAND PORT ADMINISTRATION - LINE 16**

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Landside Major Projects</u></b>			
MPA2714	Kurt Iron Slip Stormwater management	\$ 6,200	Deferred
MPA3167	DMT Berth 11 & 12 Deck and Beam Replacement	\$ 17,059	Completed
<b><u>Landside Minor Projects</u></b>			
MPA1648	Paving the Fruit Slip	\$ 3,072	Underway
MPA1659	Pier 10 Stabilization	\$ 2,412	Underway
<b><u>Landside Studies and Open Ended Contracts</u></b>			
MPA1275	Portwide Engineering and Design M&N	\$ 5,664	Ongoing
MPA1276	Portwide Engineering and Design JMT	\$ 6,000	Ongoing
MPA1277	Portwide engineering and Design FY 16 WBCM	\$ 6,000	Ongoing
MPA1278	Portwide Engineering & Design FY 16 STV	\$ 3,000	Ongoing
MPA1279	Portwide Engineering and Design FY 16 WRA	\$ 3,000	Ongoing
MPA1281	CMI FY 18 - FY 23	\$ 7,000	Underway
MPA1286	Portwide Engineering and Design Contracts	\$ 40,957	Underway
<b><u>Landside System Preservation</u></b>			
MPA3212	Broening Highway Project Support	\$ 2,000	Underway
<b><u>Safety, Environment and Risk Management (SERM)</u></b>			
MPA1400	Environmental Remediation	\$ 643	Underway
MPA1707	Hawkins Point O&M	\$ 15,575	Ongoing
MPA1951	Mercedes Pond Rehabilitation -TMDL	\$ 755	Underway
MPA1952	City Zoo TMDL project	\$ 684	Completed
MPA1953	TMDL Project Arlington Echo	\$ 28	Completed
MPA1961	Low Emission Vehicles Upgrade (VW Settlement)	\$ 3,420	Underway
<b><u>Waterfront Structures Program</u></b>			
MPA1839	Agency Wide Berth Substructure Repairs IV	\$ 9,869	Underway

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

**MARYLAND PORT ADMINISTRATION - LINE 16**

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Waterfront Structures Program</u></b>			
MPA1865	Agency Wide Substructure Repair	\$ 8,000	Ongoing