

**MDOT** MARYLAND DEPARTMENT OF TRANSPORTATION  

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MARYLAND PORT ADMINISTRATION

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

	<u>Fiscal 2021</u>	<u>Fiscal 2022</u>	<u>Fiscal 2023</u>	<u>Fiscal 2024</u>	<u>Fiscal 2025</u>	<u>Fiscal 2026</u>	<u>SIX - YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
Major Projects	101.5	152.7	158.3	145.6	110.7	33.9	702.7
System Preservation Minor Projects	32.0	24.1	16.7	13.2	14.3	16.5	116.9
<b><u>Development &amp; Evaluation Program</u></b>	9.3	7.1	9.5	4.2	4.0	7.3	41.4
<b>SUBTOTAL</b>	142.8	183.9	184.5	163.1	129.0	57.7	860.9
<b><u>Capital Salaries, Wages &amp; Other Costs</u></b>	5.0	5.0	5.0	5.0	5.0	5.0	30.0
<b>TOTAL</b>	147.8	188.9	189.5	168.1	134.0	62.7	890.9
Special Funds	104.5	67.6	77.5	65.7	82.0	62.7	460.0
Federal Funds	12.9	38.5	33.0	31.5	30.0	-	145.9
Other Funds	30.4	82.9	79.0	70.8	22.0	-	285.1

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



**PROJECT:** MPAPIF0001 - 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 11

**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: <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
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	7,621	7,621	71	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	100,935	82,749	2,864	3,186	3,000	3,000	3,000	3,000	3,000	18,186	0
<b>Total</b>	<b>108,556</b>	<b>90,370</b>	<b>2,935</b>	<b>3,186</b>	<b>3,000</b>	<b>3,000</b>	<b>3,000</b>	<b>3,000</b>	<b>3,000</b>	<b>18,186</b>	<b>0</b>
Federal-Aid										0	
Special	108,556	90,370	2,935	3,186	3,000	3,000	3,000	3,000	3,000	18,186	0
Other										0	

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

5002, 5003, 5004



**PROJECT:** MPAPIF0002 - 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-Miller Island Related Projects -- Line 1  
 Dredged Material Program -- Line 11

**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	26,791	13,185	1,349	4,365	4,644	2,026	870	700	1,000	13,605	0
Engineering	3,835	3,000	3,000	788	47	0	0	0	0	835	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	557,407	437,128	20,221	16,172	19,674	16,831	26,202	20,500	20,900	120,279	0
<b>Total</b>	<b>588,032</b>	<b>453,313</b>	<b>24,570</b>	<b>21,325</b>	<b>24,365</b>	<b>18,857</b>	<b>27,072</b>	<b>21,200</b>	<b>21,900</b>	<b>134,719</b>	<b>0</b>
Federal-Aid	16,808	6,147	249	5,711	4,950	0	0	0	0	10,661	0
Special	571,224	447,166	24,321	15,614	19,415	18,857	27,072	21,200	21,900	124,058	0
Other										0	

**SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP:** \$62M in State funding deferred due to reduced revenues from COVID-19 pandemic. MDOT will be re-evaluating all deferrals for opportunities to restore funding in the Final CTP as additional information becomes available on revenues and potential federal infrastructure support. - The 2 largest project changes was the \$81M deferral for the expansion of the Masonville Dredge Placement Facility partially offset by an \$8.6M increase in the Mid-Bay Islands project.

5005, 5007, 5101, 5103, 5105, 5206, 5208, 5221, 5231, 5232, 5235, 5237, 5241, 5245, 5246, 5260, 5418

**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:** MPAIF0003 - Reconstruction Berths 1- 6 at Dundalk Marine Terminal, Phase II (Berth 4) and P

**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 funds activity at Berth 4; Phase III will fund Berth 3.

**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 was completed in December 2006. Berths 1- 4 Reconstruction and Repair project is currently underway to handle urgent repairs. Phase II construction was completed in November 2016. Phase III has been deferred due to COVID-19.

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
Planning	0	0	0	0	0	...2023...	...2024...	...2025...	...2026...	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	54,811	20,829	0	0	0	0	0	0	0	0	33,982
<b>Total</b>	<b>54,811</b>	<b>20,829</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>33,982</b>
Federal-Aid										0	
Special	54,811	20,829	0	0	0	0	0	0	0	0	33,982
Other										0	

**SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP:** \$34M in State funding deferred due to reduced revenues from COVID-19 pandemic. MDOT will be re-evaluating all deferrals for opportunities to restore funding in the Final CTP as additional information becomes available on revenues and potential federal infrastructure support.



**PROJECT:** MPAPIF0011 - 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 13)

**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	32,939	11,031	11,031	21,908	0	0	0	0	0	21,908	0
<b>Total</b>	<b>32,939</b>	<b>11,031</b>	<b>11,031</b>	<b>21,908</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21,908</b>	<b>0</b>
Federal-Aid	6,555	0	0	6,555	0	0	0	0	0	6,555	0
Special	7,975	0	0	7,975	0	0	0	0	0	7,975	0
Other	18,409	11,031	11,031	7,378	0	0	0	0	0	7,378	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:** MPAPIF0004 - 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.

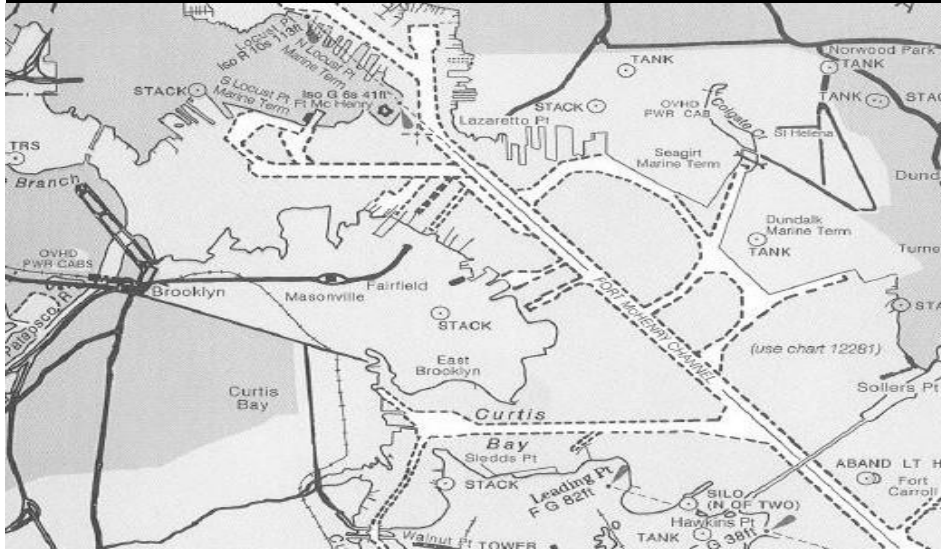
**STATUS:** The terminal started operations in FY 2006. The remaining funds will be used for facility improvements.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		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				...	...	...	...		
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	8,297	8,001	488	296	0	0	0	0	0	296	0
<b>Total</b>	<b>8,297</b>	<b>8,001</b>	<b>488</b>	<b>296</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>296</b>	<b>0</b>
Federal-Aid										0	
Special	8,297	8,001	488	296	0	0	0	0	0	296	0
Other										0	

**SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP:**

None

1615, 1616, 1635, 1638, 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:** MPAIF0005 - 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 in the Final CTP as additional information becomes available on revenues and potential federal infrastructure support.





**PROJECT:** MPAPIF0006 - 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	823	589	20	84	50	50	50	0	0	234	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	75,347	50,211	4,020	4,000	3,786	4,900	4,450	4,000	4,000	25,136	0
Total	76,170	50,800	4,040	4,084	3,836	4,950	4,500	4,000	4,000	25,370	0
Federal-Aid	15	15	0	0	0	0	0	0	0	0	0
Special	76,155	50,785	4,040	4,084	3,836	4,950	4,500	4,000	4,000	25,370	0
Other										0	

**SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP:**

Increase of \$2.4M with \$4M added in FY 26 offset by reductions

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



**PROJECT:** MPAPIF0007 - Cox Creek Dredged Material Containment Facility Expansion and Related Project

**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:**

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

**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 FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...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	170,857	114,872	28,887	27,942	6,000	6,000	6,043	5,000	5,000	55,985	0
<b>Total</b>	<b>179,483</b>	<b>123,498</b>	<b>28,887</b>	<b>27,942</b>	<b>6,000</b>	<b>6,000</b>	<b>6,043</b>	<b>5,000</b>	<b>5,000</b>	<b>55,985</b>	<b>0</b>
Federal-Aid										0	
Special	179,483	123,498	28,887	27,942	6,000	6,000	6,043	5,000	5,000	55,985	0
Other										0	

**SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP:** \$62M 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 in the Final CTP as additional information becomes available on revenues and potential federal infrastructure support.

5.30553E+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 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:** MPAIF0012 - 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				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED				FOR PLANNING PURPOSES ONLY					
	COST	THRU									
	(\$000)	CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	4,500	3,000	500	1,500	0	0	0	0	0	1,500	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	25,500	500	22,000	115,000	125,000	105,000	73,500	0	440,500	0
Federal-Aid	128,000	0	0	0	33,500	33,000	31,500	30,000	0	128,000	0
Special	38,000	0	0	0	0	13,500	3,000	21,500	0	38,000	0
Other	300,000	25,500	500	22,000	81,500	78,500	70,500	22,000	0	274,500	0

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



**PROJECT:** MPAIF0017 - 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



**PROJECT:** MPAPIF0010 - 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

☐ 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

Dredge Material Placement and Monitoring - Line 2

**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	EXPENDED				FOR PLANNING PURPOSES ONLY					
	COST	THRU									
	(\$000)	CLOSE YEAR									
Planning	47,271	36,647	2,849	744	700	2,234	1,296	950	4,700	10,624	0
Engineering	67,581	36,816	5,356	8,527	6,438	7,268	2,932	3,000	2,600	30,765	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	114,852	73,463	8,205	9,271	7,138	9,502	4,228	3,950	7,300	41,389	0
Federal-Aid										0	
Special	114,852	73,463	8,205	9,271	7,138	9,502	4,228	3,950	7,300	41,389	0
Other										0	



**PROJECT:** MPAPIF0013 - Seagirt Marine Terminal Modernization - Phase 2 Loop Channel Improvements

**DESCRIPTION:** This is phase two of the Seagirt Modernization project. Phase two widens and deepens 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 consisted 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 will also improve safety for ships entering and exiting the Seagirt Marine Terminal

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

**ASSOCIATED IMPROVEMENTS:**

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

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

**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	1,500	0	0	500	500	500	0	0	0	1,500	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	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1,500</b>	<b>0</b>	<b>0</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,500</b>	<b>0</b>
Federal-Aid										0	
Special	1,500	0	0	500	500	500	0	0	0	1,500	0
Other										0	

**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 13**

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<b><u>Agency Wide Building Repairs</u></b>				
MPA1854	Agency Wide Building Repairs II	\$	9,105	Underway
<b><u>Agency Wide Utility Upgrades Program</u></b>				
MPA1837	Utility Installation Program	\$	9,118	Underway
<b><u>All Terminals</u></b>				
MPA1829	EPC Capital Projects	\$	4,482	Completed
<b><u>Comprehensive Paving Program</u></b>				
MPA1842	Paving Repairs	\$	14,350	Underway
<b><u>Information Systems Division</u></b>				
MPA3124	CTIPP Equipment	\$	5,348	Ongoing
<b><u>Landside - Security Enhancements</u></b>				
MPA1779	CCTV Camera EOL Replacement	\$	700	FY 2021
MPA1791	Port Security Grant Program 2019	\$	939	Underway
MPA1912	DMT POV Gate Upgrade	\$	1,300	Underway
MPA1940	Security Systems Integration	\$	508	Completed
<b><u>Landside - WTC Preservation</u></b>				
MPA3107	WTC Property Management	\$	22,115	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	\$	8,473	Ongoing

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

**MARYLAND PORT ADMINISTRATION - LINE 13**

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	\$ 4,634	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	\$ 40,022	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	\$ 821	Underway
MPA1707	Hawkins Point O&M	\$ 15,935	Ongoing
MPA1951	Mercedes Pond Rehabilitation -TMDL	\$ 1,500	Underway
MPA1952	City Zoo TMDL project	\$ 684	Completed
MPA1953	TMDL Project Arlington Echo	\$ 26	Completed
MPA1961	Low Emission Vehicles Upgrade (VW Settlement)	\$ 3,415	Underway
<b><u>Waterfront Structures Program</u></b>			
MPA1839	Agency Wide Berth Substructure Repairs IV	\$ 10,183	Underway



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

**MARYLAND PORT ADMINISTRATION - LINE 13**

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