

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND PORT ADMINISTRATION

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

	<u>Current</u>	<u>FY</u>	<u>Budget</u>	<u>FY</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>SIX - YEAR</u>
		<u>2023</u>		<u>2024</u>					<u>TOTAL</u>
<u>Major Construction Program</u>		165.7		340.8	232.8	166.1	83.7	67.0	1,056.1
System Preservation		111.6		165.0	90.5	62.5	78.6	61.7	569.7
Expansion/Efficiency		44.5		165.7	137.1	98.8	-	-	446.2
Safety & Security		0.7		0.4	0.4	0.4	0.4	0.4	2.6
Environment		8.9		9.6	4.8	4.4	4.7	4.9	37.5
<u>Major Development & Evaluation Program</u>		0.9		-	52.2	34.3	-	-	87.4
System Preservation		0.7		-	-	-	-	-	0.7
Expansion/Efficiency		0.1		-	52.2	34.3	-	-	86.7
<u>Minor Program</u>		42.3		58.0	33.5	28.9	30.2	41.3	234.1
System Preservation		30.5		41.3	22.3	23.7	27.2	40.0	185.1
Expansion/Efficiency		1.5		9.2	2.7	1.0	0.5	-	14.8
Safety & Security		3.6		2.6	0.5	0.2	0.1	-	7.0
Environment		5.3		3.6	6.6	2.6	0.8	0.7	19.7
Administration		1.3		1.2	1.3	1.4	1.7	0.6	7.5
<u>Capital Salaries, Wages & Other Costs</u>		5.3		5.7	5.0	5.0	5.0	5.5	31.5
TOTAL		214.1		404.5	323.5	234.3	118.9	113.8	1,409.2
Special Funds		161.4		207.3	132.0	160.1	106.9	103.9	871.6
Federal Funds		18.9		82.2	82.1	23.3	-	-	206.5
Other Funds		33.8		114.9	109.4	51.0	12.1	9.9	331.1



PROJECT: Howard Street Tunnel Project (INFRA GRANT)

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

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

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

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

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

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

STATUS: This project is currently under construction with a target completion date of December 2025. General Funds unspent in FY2023 will be encumbered and utilized in FY2024 to meet Maryland's funding commitment to the project.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☒ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED				FOR PLANNING PURPOSES ONLY					
	COST	THRU									
	(\$000)	CLOSE YEAR									
Planning	2,680	2,500	0	90	0	0	90	0	0	180	0
Engineering	14,830	0	0	14,830	0	0	0	0	0	14,830	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	448,490	20,000	0	27,712	164,987	137,095	98,696	0	0	428,490	0
Total	466,000	22,500	0	42,633	164,987	137,095	98,786	0	0	443,500	0
Federal-Aid	125,000	0	0	9,472	56,879	50,747	7,902	0	0	125,000	0
Special	78,000	0	0	(0)	0	8,744	69,256	0	0	78,000	0
Other	263,000	22,500	0	33,161	108,108	77,604	21,627	0	0	240,500	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

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

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

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

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

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

SMART GROWTH STATUS:

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

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

STATUS: The facility ceased in-flow operations as of 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 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2025...	...2026...	...2027...	...2028...		
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	102,445	86,514	2,179	3,691	2,640	2,400	2,400	2,400	2,400	15,931	0
Total	102,445	86,514	2,179	3,691	2,640	2,400	2,400	2,400	2,400	15,931	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	102,445	86,514	2,179	3,691	2,640	2,400	2,400	2,400	2,400	15,931	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: \$2.2 million was added to program as costs have increased and funding was added to FY28.



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

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

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

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

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

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

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

STATUS: Dike raising to +60 feet began in 2021 and will continue into 2024; dredged material placement is planned to continue during the expansion project.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
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	199,760	141,021	13,682	17,871	22,647	7,600	4,622	3,000	3,000	58,740	0
Total	208,386	149,647	13,682	17,871	22,647	7,600	4,622	3,000	3,000	58,740	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	208,303	149,647	13,682	17,829	22,605	7,600	4,622	3,000	3,000	58,656	0
Other	83	0	0	42	42	0	0	0	0	83	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Costs were reduced by \$74.6 million because the acquisition and remediation of an adjacent property was made into a separate PIF (Cox Creek STAR Facility - Remediation).

5305, 5308, 5309



PROJECT: Masonville Dredged Material Containment Facility Expansion and Related Projects

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

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

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

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

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

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

STATUS: Masonville construction is resuming after funds had previously been reduced due to funding constraints related to the COVID-19 global pandemic. Base dike widening construction begin during FY22 and will continue throughout FY23.

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 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2025...	...2026...	...2027...	...2028...		
Planning	80	0	0	52	28	0	0	0	0	80	0
Engineering	630	0	0	356	274	0	0	0	0	630	0
Right-of-way	140	0	0	70	70	0	0	0	0	140	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	333,108	245,597	9,544	13,140	23,595	17,300	5,100	15,000	13,376	87,511	0
Total	333,958	245,597	9,544	13,618	23,967	17,300	5,100	15,000	13,376	88,361	0
Federal-Aid	1,528	0	0	817	711	0	0	0	0	1,528	0
Special	332,430	245,597	9,544	12,801	23,256	17,300	5,100	15,000	13,376	86,833	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Funding of \$13.6 million has been restored to allow for the next phase of expansion.

5232, 5235, 5237, 0222



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

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

PURPOSE & NEED SUMMARY STATEMENT: Poplar Island receives approximately 2 million cubic yards of dredged material, drawn from the approach channels to the Baltimore Harbor and C&D Canal's southern approach channels. This capacity allows the Port of Baltimore to maintain its channels to their authorized depths and allow safe passage of cargo ships entering and leaving the Port of Baltimore. This project is part of the 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:

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

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

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

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

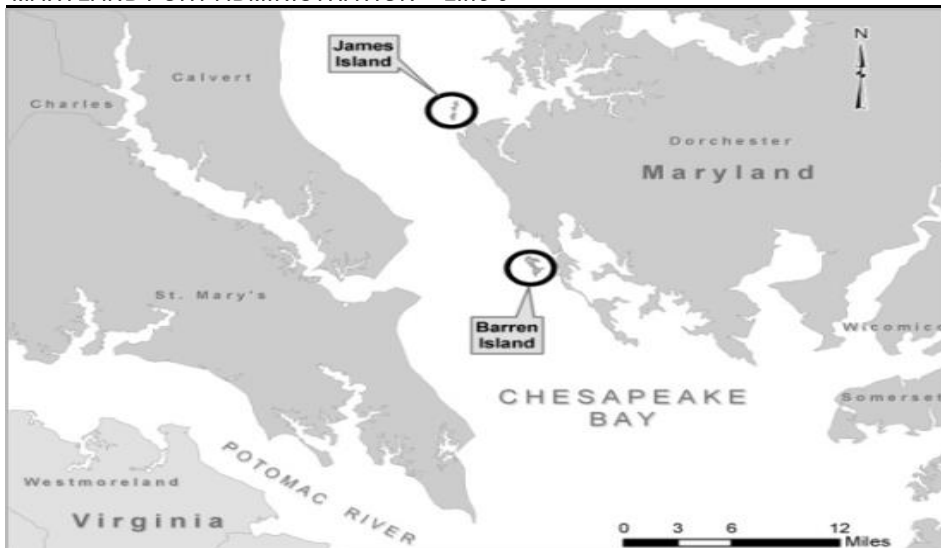
POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	17,704	14,491	416	712	500	500	501	500	500	3,213	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	212,145	143,332	4,387	12,632	12,081	11,050	11,750	11,800	9,500	68,813	0
Total	229,850	157,823	4,803	13,344	12,581	11,550	12,251	12,300	10,000	72,026	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	229,850	157,823	4,803	13,344	12,581	11,550	12,251	12,300	10,000	72,026	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: \$11.1 million was added to program - mostly to fund construction costs needed in FY28.

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:

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

- SMART GROWTH STATUS:** ☐ 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 checked="" type="checkbox"/> Exception Granted |

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

STATUS: This project is currently in the engineering and design phase and is anticipated to begin construction in 2023.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,451	4,564	301	941	945	0	0	0	0	1,887	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	241,670	0	0	20,205	41,990	11,200	10,332	20,933	14,440	119,100	122,570
Total	248,120	4,564	301	21,146	42,935	11,200	10,332	20,933	14,440	120,986	122,570
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	248,120	4,564	301	21,146	42,935	11,200	10,332	20,933	14,440	120,986	122,570
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: The project funding allocation has increased by \$172 million due to plans for this project being finalized by the U.S. Army Corps of Engineers.



PROJECT: Innovative Reuse and Beneficial Use of Dredged Material

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

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

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

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

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

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

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

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	6,333	3,324	39	509	500	500	500	500	500	3,009	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	9,153	1,384	636	2,101	2,070	2,021	1,020	537	20	7,769	0
Total	15,486	4,708	675	2,610	2,570	2,521	1,520	1,037	520	10,778	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	15,486	4,708	675	2,610	2,570	2,521	1,520	1,037	520	10,778	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: \$1.6 million was added to this program, including \$0.5 million in FY28.

5005, 5007, 5241, 000181, 000182, 000311



PROJECT: Cox Creek STAR Facility - Remediation

DESCRIPTION: The property is being acquired by MDOT MPA and requires environmental remediation. Under the terms of the agreement, the previous owner is required to pay for 62% for the remediation.

PURPOSE & NEED SUMMARY STATEMENT: The property is adjacent to the Cox Creek DMCF and will be used to support MDOT MPA's Innovative Reuse 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:

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

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

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

STATUS: MDOT MPA will acquire the property in FY23.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2025...	...2026...	...2027...	...2028...		
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	75,000	0	0	4,500	2,050	10,330	18,100	18,140	13,500	66,620	8,380
Total	75,000	0	0	4,500	2,050	10,330	18,100	18,140	13,500	66,620	8,380
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	28,500	0	0	2,000	1,500	4,500	8,790	7,086	4,624	28,500	0
Other	46,500	0	0	2,500	550	5,830	9,310	11,054	8,876	38,120	8,380

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: New construction project added to CTP.



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:

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

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

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

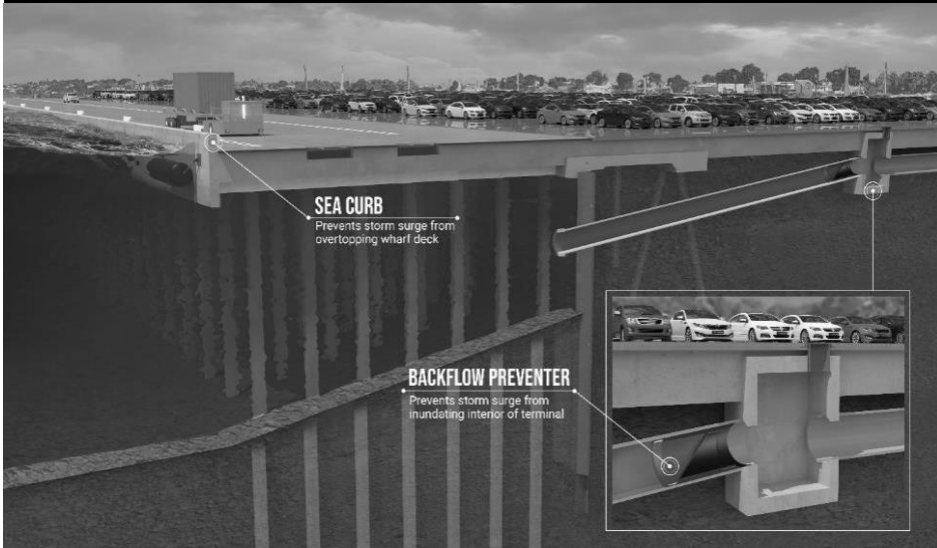
STATUS: Dundalk Marine Terminal Berth 3 construction started in FY21 is currently scheduled to be completed by the end of FY23.

POTENTIAL FUNDING SOURCE:

- ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
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	35,181	24,412	16,473	9,500	1,270	0	0	0	0	10,770	0
Total	35,181	24,412	16,473	9,500	1,270	0	0	0	0	10,770	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	35,181	24,412	16,473	9,500	1,270	0	0	0	0	10,770	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: \$1.2 million was added to this project because construction costs were higher than anticipated.



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:

- | | |
|--|---|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input type="checkbox"/> Quality & Efficiency |
| <input 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: 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.

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

STATUS: MPA received a FY20 BUILD grant from USDOT for \$10 million to offset some of the costs of this project. Final design has been completed and construction should start in FY23.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
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	42,200	0	0	14,549	14,738	8,641	4,272	0	0	42,200	0
Total	42,200	0	0	14,549	14,738	8,641	4,272	0	0	42,200	0
Federal-Aid	10,000	0	0	3,939	3,612	1,696	752	0	0	10,000	0
Special	32,200	0	0	10,610	11,125	6,945	3,520	0	0	32,200	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Added to Construction Program.



PROJECT: Fairfield Masonville Stormwater Management Phase I

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

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

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

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

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

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

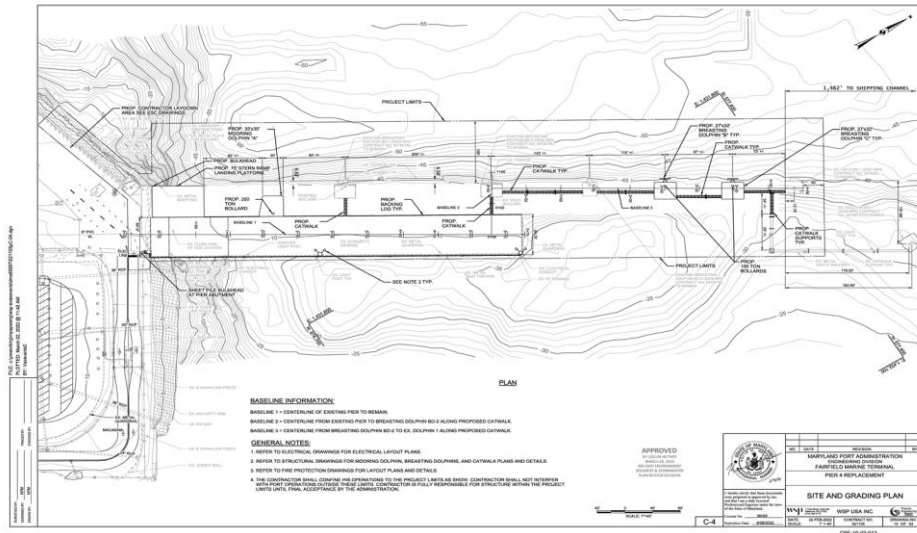
STATUS: Construction should begin in FY23.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	6,400	0	0	2,500	3,900	0	0	0	0	6,400	0
Total	6,400	0	0	2,500	3,900	0	0	0	0	6,400	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	6,400	0	0	2,500	3,900	0	0	0	0	6,400	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.



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 MDOT 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:

- | | |
|--|--|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input checked="" 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: The reconstruction of Pier 4 will allow MDOT MPA to offer two piers for Ro/Ro carriers to berth and eliminate potential delays in loading and unloading cargo.

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

STATUS: Fairfield Pier 4 construction should begin in Spring 2023.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,000	1,311	1,311	344	344	0	0	0	0	689	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	17,000	0	0	5,000	8,000	4,000	0	0	0	17,000	0
Total	19,000	1,311	1,311	5,344	8,344	4,000	0	0	0	17,689	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	19,000	1,311	1,311	5,344	8,344	4,000	0	0	0	17,689	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: New construction project.



PROJECT: Chrome Ore Processing Residue Remediation (COPR)

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

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

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

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

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

EXPLANATION: 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:

☒ SPECIAL ☒ FEDERAL ☒ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	788	618	19	20	25	25	25	50	25	170	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	79,544	56,182	3,233	4,291	4,300	3,971	3,900	3,300	3,600	23,362	0
Total	80,332	56,800	3,253	4,311	4,325	3,996	3,925	3,350	3,625	23,532	0
Federal-Aid	15	15	0	0	0	0	0	0	0	0	0
Special	74,817	56,785	3,253	3,811	3,325	2,996	2,925	2,350	2,625	18,032	0
Other	5,500	0	0	500	1,000	1,000	1,000	1,000	1,000	5,500	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: \$4.7 million added to this program as cost increases were higher than originally estimated and funding was added in FY28.

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



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

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

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

☐ Project Not Location Specific ☐ Not Subject to PFA Law

X	Project Inside PFA
	Project Outside PFA
	PFA Status Yet to Be Determined

<input type="checkbox"/>	Grandfathered
<input type="checkbox"/>	Exception Will Be Required
<input type="checkbox"/>	Exception Granted

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

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

[illegible]

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.



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 yards along with developing an empty container depot and grain export facility.

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:

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

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

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

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

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
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	120,012	33,312	8,495	128	0	52,240	34,332	0	0	86,700	0
Total	120,012	33,312	8,495	128	0	52,240	34,332	0	0	86,700	0
Federal-Aid	43,262	4,053	3,262	2,502	0	22,150	14,557	0	0	39,209	0
Special	15,976	8,476	108	0	0	6,750	750	0	0	7,500	0
Other	60,775	20,783	5,125	(2,374)	0	23,341	19,025	0	0	39,991	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: \$86.6 million was added because MDOT MPA may resubmit an application for a federal grant to deepen a third berth at Seagirt Marine Terminal, densify and electrify parts of the container yard, develop an empty container depot, and create an export grant facility.

5251; 0283; Ports America Chesapeake has only committed \$18.4 million towards the BUILD grant.



PROJECT: Port of Baltimore Rail Capacity Modernization Project

DESCRIPTION: The Intermodal Container Transfer Facility (ICTF) sits adjacent to Seagirt Marine Terminal. The project will remove some existing track and install two crane beam rails to support an electric rail mounted gantry crane and install four new working tracks. 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:

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

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

EXPLANATION: 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.

STATUS: The CRISI grant was announced in June 2022 and the project is currently in the engineering and environmental approval phase.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2025...	...2026...	...2027...	...2028...		
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	16,930	5,470	0	0	0	22,400	0
Total	22,400	0	0	0	16,930	5,470	0	0	0	22,400	0
Federal-Aid	15,680	0	0	0	11,850	3,830	0	0	0	15,680	0
Special	0	0	0	0	0	0	0	0	0	0	0
Other	6,720	0	0	0	5,080	1,640	0	0	0	6,720	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Added to Construction Program.



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.

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

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

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST	THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2025...	...2026...	...2027...	...2028...		
Planning	63,803	42,588	667	1,705	3,780	3,069	2,700	4,960	5,000	21,215	0
Engineering	32,731	15,144	3,973	6,812	4,025	2,200	2,100	2,200	250	17,587	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	47,293	31,659	3,435	800	8,200	6,634	0	0	0	15,634	0
Total	143,827	89,391	8,075	9,317	16,005	11,903	4,800	7,160	5,250	54,436	0
Federal-Aid	24,708	12,324	3,401	800	8,200	3,384	0	0	0	12,384	0
Special	119,119	77,067	4,674	8,517	7,805	8,519	4,800	7,160	5,250	42,052	0
Other	0	0	0	0	0	0	0	0	0	0	0

5206,5245-46,5260,5401,5418-20,5425-27, 0226, 0236



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

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

STATUS: Studies are underway to assess widening and deepening the rest of the loop channel to Seagirt Marine Terminal. The recommendation plan for this study is to deepen the remainder of the loop channel to fifty feet.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,300	559	534	741	0	0	0	0	0	741	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,300	559	534	741	0	0	0	0	0	741	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,300	559	534	741	0	0	0	0	0	741	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND PORT ADMINISTRATION - LINE 19

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Agency Wide Building Repairs</u>			
MPA1854	Agency Wide Facility Improvements	\$ 24,375	Ongoing
MPAPRJ000305	Fire Protection Systems Replacement	\$ 3,000	FY 2025
<u>Agency Wide Utility Upgrades Program</u>			
MPA1837	Agency Wide Utility Upgrades	\$ 23,139	Ongoing
<u>Comprehensive Paving Program</u>			
MPA1706	Agency Wide Comprehensive Paving XI	\$ 12,576	FY 2024
MPA1842	Agency Wide Paving Repairs	\$ 14,809	Ongoing
<u>Environment</u>			
MPA1400	Environmental Remediation	\$ 1,598	Ongoing
MPA1707	Hawkins Point O&M	\$ 16,285	Ongoing
MPA1951	Mercedes Pond Rehabilitation -TMDL	\$ 912	Ongoing
MPA1961	Low Emission Vehicles Upgrade (VW Settlement)	\$ 3,420	Ongoing
MPAPRJ000180	Hawkins Point Algal Flow Way TMDL	\$ 4,000	Study Underway
MPAPRJ000315	COASTAL RESILIENCY & ADAPTATION PLAN (BRIC Grant)	\$ 200	FY 2024
<u>Harbor Development - General</u>			
MPA5217	Environmental Studies - MERC	\$ 10,221	Ongoing
MPA5220	Environmental Initiatives Program	\$ 4,595	Ongoing
MPA5221	Chesapeake Bay PORTS System	\$ 8,658	Ongoing
MPA5224	Economic Studies - UMCES	\$ 3,932	Ongoing
<u>Information Systems Division</u>			
MPA3124	CTIPP Equipment	\$ 6,306	Ongoing
MPA3211	Telecommunications Network & Voicemail System Upgrade	\$ 364	Completed
MPA3215	IT Database Infrastructure Implementation Support	\$ 1,980	Ongoing
MPA3216	Dundalk Fiber Upgrade and Expansion	\$ 150	FY 2023

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND PORT ADMINISTRATION - LINE 19

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Information Systems Division			
MPA3217	World Trade Center Fiber Upgrade and Expansion	\$ 400	FY 2023
MPAPRJ000185	Enhance Cybersecurity-Core Network Backbone -Repl. End of Life Network Switches	\$ 480	Underway
MPAPRJ000186	Enhance Cybersecurity-Portwide Wireless Links - Replace Legacy Wireless Links	\$ 633	Underway
MPAPRJ000187	Procedures Requiring System & Network Changes	\$ 605	Ongoing
MPAPRJ000208	Deployment of CCTV Field Distribution Box (FDB) Protection Mechanisms: Phase 1	\$ 50	FY 2023
MPAPRJ000209	WTC ACS- Replacement - Genetec	\$ 175	FY 2023
MPAPRJ000213	Improve MDOT MPA Access Security Control System Phase 2	\$ 498	FY 2023
MPAPRJ000217	2021 PSGP Submission: Cyber Auto Rem Phase II	\$ 509	Ongoing
MPAPRJ000219	2021 PSGP Submission: Cybersecurity Enhancement of Unified Security Platform	\$ 550	FY 2023
MPAPRJ000220	2021 PSGP Submission:Enhancing Perimeter Security with On-Target Detection Technology	\$ 650	FY 2023
MPAPRJ000227	New ACC Fiber Project	\$ 45	Under Construction
MPAPRJ000228	Improvement of Cybersecurity of Data Storage Infrastructure	\$ 750	FY 2023
MPAPRJ000242	CCTV maintenance	\$ 650	FY 2024
Landside - Security Enhancements			
MPA1779	CCTV Camera EOL Replacement	\$ 589	Ongoing
MPA1791	Port Security Grant Program 2019	\$ 943	Ongoing
MPA1912	DMT POV Gate Upgrade	\$ 480	Completed
MPA1941	Wave Camera System Replacement	\$ 317	Ongoing
MPA1942	Port Security Grant Project 2018	\$ 302	Completed
MPAPRJ000281	One Stop Security Processing at DMT Truck Plaza	\$ 2,600	Design Underway
Landside - WTC Preservation			
MPA3107	WTC Property Management	\$ 25,100	Ongoing
MPAPRJ000178	WTC Air Handlers & Air Distribution Repairs	\$ 2,000	Ongoing
MPAPRJ000288	WTC Elevator Modernization	\$ 6,300	Design Underway

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND PORT ADMINISTRATION - LINE 19

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Landside Facility and Capital Equipment</u>				
MPA3038	Sprinkler Repairs	\$	1,759	Ongoing
MPA3106	Railroad Inspection and Construction	\$	9,088	Ongoing
MPA3233	Vehicles and Light Trucks (DA-8 eligible)	\$	4,533	Ongoing
MPAPRJ000280	Telehandler Units	\$	684	FY 2024
MPAPRJ000289	Dundalk Rail Track Rehab	\$	443	FY 2023
MPAPRJ000310	Heavy Duty Trucks and Equipment	\$	510	FY 2024
MPAPRJ000312	High Mast Lighting LED Retrofit	\$	2,000	FY 2024
<u>Landside Major Projects</u>				
MPAPRJ000299	High Mast Lighting Upgrades	\$	1,000	FY 2024
MPAPRJ000313	RUBB Building at DMT Lot 500	\$	5,000	FY 2024
<u>Landside Studies and Open Ended Contracts</u>				
MPA1275	Portwide Engineering and Design M&N	\$	5,583	Completed
MPA1276	Portwide Engineering and Design JMT	\$	5,725	Completed
MPA1277	Portwide engineering and Design FY 16 WBCM	\$	5,845	Completed
MPA1278	Portwide Engineering & Design FY 16 STV	\$	2,476	Completed
MPA1279	Portwide Engineering and Design FY 16 WRA	\$	2,924	Completed
MPA1281	CMI FY 18 - FY 23	\$	9,748	Ongoing
MPA1286	Portwide Engineering and Design Contracts	\$	32,980	Ongoing
MPAPRJ000223	Waterfront Structure Inspections	\$	9,200	Ongoing
MPAPRJ000238	Agency Wide Structures Contract	\$	8,922	FY 2024
<u>Landside System Preservation</u>				
MPA1659	NLP Pier 10 Stabilization	\$	2,346	Completed
MPA3212	Broening Highway Project Support	\$	2,000	Ongoing
MPAPRJ000290	NLP Waterline Replacement	\$	3,000	FY 2023
MPAPRJ000291	DMT Shed 201B Roof Replacement	\$	2,500	FY 2023
MPAPRJ000292	DMT Electrical Left Feeder Replacement	\$	500	Design Underway
MPAPRJ000294	Dundalk Property Acquisition	\$	5,025	Study Underway

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND PORT ADMINISTRATION - LINE 19

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Waterfront Structures Program</u>				
MPA1730	Agency Wide Waterfront Structure Repair	\$	22,035	FY 2023
MPA1865	Agency Wide Substructure Repair	\$	11,482	Ongoing