



MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND PORT ADMINISTRATION

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

	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>FY 2029</u>	<u>FY 2030</u>	<u>FY 2031</u>	<u>SIX - YEAR TOTAL</u>
<u>Major Construction Program</u>	400.1	270.5	157.8	61.5	81.0	80.5	1,051.4
System Preservation	161.9	235.3	152.6	54.9	72.9	67.0	744.6
Expansion/Efficiency	223.6	9.4	-	-	-	-	233.0
Environment	14.6	25.8	5.2	6.5	8.1	13.6	73.7
<u>Major Development & Evaluation Program</u>	50.0	72.3	80.0	41.3	45.2	47.0	335.8
System Preservation	3.4	19.5	27.0	11.3	45.2	46.9	153.2
Expansion/Efficiency	5.0	-	-	-	-	-	5.0
Safety & Security	0.0	-	-	0.0	0.1	0.1	0.1
Environment	41.6	52.8	53.0	30.0	-	-	177.5
<u>Minor Program</u>	24.3	20.0	18.0	29.6	39.0	32.8	163.7
System Preservation	18.1	17.1	15.2	27.1	24.9	24.7	127.2
Expansion/Efficiency	0.0	-	-	-	-	-	0.0
Safety & Security	3.1	0.7	0.5	0.6	0.5	0.5	5.8
Environment	1.6	1.0	0.9	1.0	10.3	5.2	19.8
Administration	1.5	1.3	1.4	1.0	3.3	2.4	10.9
<u>Capital Salaries, Wages & Other Costs</u>	7.5	6.6	6.4	7.7	10.1	9.0	47.3
TOTAL	482.0	369.4	262.2	140.1	175.3	169.3	1,598.2
Special Funds	289.4	277.9	196.2	106.5	175.3	169.3	1,214.4
Federal Funds	97.2	73.9	57.9	29.4	-	-	258.5
Other Funds	95.4	17.6	8.0	4.3	-	-	125.3
<u>Special Funds Breakdown</u>							
General Funds	6.9	-	-	-	-	-	6.9
Transportation Trust Funds	245.7	262.2	183.9	97.6	168.9	168.0	1,126.2
Reimbursement Funds	36.8	15.7	12.3	8.9	6.3	1.3	81.3
SPECIAL FUNDS TOTAL	289.4	277.9	196.2	106.5	175.3	169.3	1,214.4
<u>Other Funds Breakdown</u>							
GO Bonds	31.5	-	-	-	-	-	31.5
Other (Not GO Bonds)	63.9	17.6	8.0	4.3	-	-	93.8
OTHER FUNDS TOTAL	95.4	17.6	8.0	4.3	-	-	125.3



PROJECT: Howard Street Tunnel Project

DESCRIPTION: The project consists of reconstructing the 129-year-old Howard Street Tunnel in Baltimore and improving the vertical clearance at the tunnel and 21 bridges between Baltimore and Philadelphia to create a double-stack rail corridor to and from the Port of Baltimore and along the entire East Coast.

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

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

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

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

- SMART GROWTH STATUS:**

☐ Project Not Location Specific

☐ Not Subject to PFA Law

☒ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

STATUS: This project is currently under construction with a target completion date in 2027. Double-stack service started in October 2024 on a temporary route to/from the north of the Port of Baltimore. The permanent, shorter route through the tunnel is expected to open in Mid-2026.

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 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2028...	...2029...	...2030...	...2031...		
Planning	2,680	2,588	0	0	92	0	0	0	0	92	0
Engineering	29,144	29,144	3,591	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	486,286	255,439	179,651	222,152	8,695	0	0	0	0	230,847	0
Total	518,110	287,171	183,242	222,152	8,787	0	0	0	0	230,939	0
Federal-Aid	125,000	84,970	58,869	37,385	2,645	0	0	0	0	40,030	0
Special	187,845	76,018	52,217	105,735	6,093	0	0	0	0	111,827	0
Other	205,265	126,183	72,156	79,032	50	0	0	0	0	79,082	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Overall costs decreased \$48M as CSX accelerated construction with the temporary closure of the Howard Street Tunnel. Cash flows were reallocated to accelerate construction.



PROJECT: Reduced Emission Locomotives for CSX Curtis Bay Yard

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

PURPOSE & NEED SUMMARY STATEMENT: The project will provide emission reductions related to operating the locomotives at Curtis Bay Piers.

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

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

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

EXPLANATION: The project will provide emission reductions related to operating the locomotives at Curtis Bay Piers.

STATUS: MDOT and FRA are finalizing the grant agreement.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2028...	...2029...	...2030...	...2031...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	23,169	0	0	5,797	17,371	0	0	0	0	23,169	0
Total	23,169	0	0	5,797	17,371	0	0	0	0	23,169	0
Federal-Aid	11,584	0	0	2,899	8,686	0	0	0	0	11,584	0
Special	0	0		0	0	0	0	0	0	0	0
Other	11,584	0	0	2,899	8,686	0	0	0	0	11,584	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Funding was moved FY 2025 into FY 2026 as MDOT and FRA are working on a final grant agreement.



PROJECT: Hart-Miller Island Related Projects

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

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

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

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

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

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

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

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2028...	...2029...	...2030...	...2031...		
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	107,571	93,871	2,484	2,200	2,200	2,200	2,200	2,200	2,700	13,700	0
Total	107,571	93,871	2,484	2,200	2,200	2,200	2,200	2,200	2,700	13,700	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	107,571	93,871	2,484	2,200	2,200	2,200	2,200	2,200	2,700	13,700	0
Other	0	0	0	0	0	0	0	0	0	0	0

5002, 5004

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Overall costs went up by \$2.8M as \$2.7M was added in FY2031 and extra costs were incurred in FY 2025 for the landbase pier and personnel pier replacements.



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

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

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

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

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

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

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

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

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
TOTAL											
PHASE	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX	BALANCE
	COST	THRU	YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	CLOSE YEAR	2025	2026	2027	...2028...	...2029...	...2030...	...2031...	TOTAL	COMPLETE
Planning	765	765	0	0	0	0	0	0	0	0	0
Engineering	9,375	6,850	0	0	1,352	1,173	0	0	0	2,525	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	227,727	168,376	6,569	14,869	3,216	3,266	3,000	17,500	17,500	59,350	0
Total	238,878	177,002	6,569	14,869	4,567	4,439	3,000	17,500	17,500	61,875	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	238,878	177,002	6,569	14,869	4,567	4,439	3,000	17,500	17,500	61,875	0
Other	0	0	0	0	0	0	0	0	0	0	0

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

SMART GROWTH STATUS:

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

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

[illegible]

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Costs increased \$6.7M, primarily due to \$4.8M added in FY 2031 to cover operation & maintenance costs.



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

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

PURPOSE & NEED SUMMARY STATEMENT: Poplar Island receives approximately 2 million cubic yards of dredged material, drawn from the approach channels to the Baltimore Harbor and C&D Canal's southern approach channels. This capacity allows the Port of Baltimore to maintain its channels to their authorized depths and allow safe passage of cargo ships entering and leaving the Port of Baltimore. This project is part of the State's 20-Year Dredged Material Management Plan (DMMP) that identifies either specific sites and projects, or types of sites and projects for future dredged material placement.

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

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

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

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

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

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2028...	...2029...	...2030...	...2031...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	19,561	16,302	791	659	500	500	500	500	600	3,259	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	209,934	164,434	6,800	7,500	7,275	7,500	6,225	7,500	9,500	45,500	0
Total	229,495	180,736	7,591	8,159	7,775	8,000	6,725	8,000	10,100	48,759	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	229,495	180,736	7,591	8,159	7,775	8,000	6,725	8,000	10,100	48,759	0
Other	0	0	0	0	0	0	0	0	0	0	0

5101, 5103, 5105, 5402

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: \$10.1M in funding was added in FY 2031 to cover ongoing design and construction costs. Overall, estimated costs increased by \$10.5M.



PROJECT: Mid-Chesapeake Bay Island Ecosystem Restoration Project

DESCRIPTION: The Mid-Chesapeake Bay Island Ecosystem Restoration Project (Mid-Bay Project) will restore two eroding Chesapeake Bay islands, James and Barren, providing long-term capacity for sediment removed from the shipping channels serving the Chesapeake Bay. This project will restore 2,000 acres of important, scarce remote island habitat, both upland and wetlands, and provide shoreline protection from erosion by reducing wave energy. This project is cost-shared with the U.S. Army Corps of Engineers, and the funding shown here is only the state's contribution.

PURPOSE & NEED SUMMARY STATEMENT: The Mid-Bay Project will be used to place dredged material drawn from the approach channels to the Baltimore Harbor and C&D Canal's southern approach channels as Poplar Island reaches its capacity. This new capacity allows the Port of Baltimore to continue to maintain its channels to their authorized depths and allow safe passage of cargo ships entering and leaving the Port of Baltimore. This project is part of the State's 20-Year Dredged Material Management Plan (DMMP) that identifies either specific sites and projects, or types of sites and projects for future dredged material placement.

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

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

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

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

STATUS: Construction continues on Barren Island. Construction is anticipated to start on James Island in late summer 2026. MDOT is able to advance this project to start construction on James Island because of the funding provided by the Governor and Legislature in the last session.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input checked="" type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2028...	...2029...	...2030...	...2031...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,443	5,443	72	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	367,908	83,272	61,450	10,948	146,443	84,960	11,285	14,500	16,500	284,636	0
Total	373,351	88,715	61,522	10,948	146,443	84,960	11,285	14,500	16,500	284,636	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	373,351	88,715	61,522	10,948	146,443	84,960	11,285	14,500	16,500	284,636	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Costs increased by \$16.5M due to funding being added to FY 2031.



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

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

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

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

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

STATUS: MPA has started to develop the Cox Creek Sediment Technology and Reuse (STAR) site to continue the advancement of the innovative reuse of dredged material. MPA has awarded contracts to nine companies to test the feasibility of using material dredged from Baltimore's channels for other applications.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Overall estimated project costs increased by \$5.0M, mainly due to \$5.5M added to FY 2031.

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 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2028...	...2029...	...2030...	...2031...		
Planning	6,457	3,657	150	500	500	500	300	500	500	2,800	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	28,310	6,838	2,375	4,161	2,215	2,056	4,015	4,015	5,010	21,472	0
Total	34,767	10,495	2,525	4,661	2,715	2,556	4,315	4,515	5,510	24,272	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	34,767	10,495	2,525	4,661	2,715	2,556	4,315	4,515	5,510	24,272	0
Other	0	0	0	0	0	0	0	0	0	0	0

5005, 5007, 5241, 000181, 000182, 000311



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

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

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

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

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

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

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

STATUS: MPA acquired the STAR site property in FY 2023 and remediation efforts are ongoing.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2028...	...2029...	...2030...	...2031...		
Planning	476	476	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	74,524	6,074	2,430	10,330	18,100	18,140	13,500	6,330	1,310	67,710	740
Total	75,000	6,550	2,430	10,330	18,100	18,140	13,500	6,330	1,310	67,710	740
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	74,524	6,074	2,430	10,330	18,100	18,140	13,500	6,330	1,310	67,710	740
Other	476	476	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.



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. MPA is using a \$10 million FY20 Better Utilizing Investments to Leverage Development (BUILD) grant and \$41.3 million in Promoting Resilient Operations for Transformative, Efficient, Cost-saving Transportation (PROTECT) Federal Formula funding that is coming from SHA.

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

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

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

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:**

☒ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Project Not Location Specific

☐ Not Subject to PFA Law

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

STATUS: MPA began construction on the project in March 2025.

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 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2028...	...2029...	...2030...	...2031...		
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	71,452	22,556	22,556	44,595	4,300	0	0	0	0	48,896	0
Total	71,452	22,556	22,556	44,595	4,300	0	0	0	0	48,896	0
Federal-Aid	10,000	3,255	3,255	6,119	626	0	0	0	0	6,745	0
Special	61,452	19,301	19,301	38,476	3,674	0	0	0	0	42,151	0
Other	0	0	0	0	0	0	0	0	0	0	0



PROJECT: Fairfield Marine Terminal Pier 4 Reconstruction

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

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

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

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

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

STATUS: Construction underway and is expected to be completed by September 2025.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2028...	...2029...	...2030...	...2031...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,120	2,120	342	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	17,550	16,150	5,438	1,400	0	0	0	0	0	1,400	0
Total	19,670	18,270	5,780	1,400	0	0	0	0	0	1,400	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	19,670	18,270	5,780	1,400	0	0	0	0	0	1,400	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.



PROJECT: Dundalk Marine Terminal Electrification

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

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

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

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

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

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

STATUS: Electrical System inspection is underway with repairs being made as necessary. MDOT is able to advance this project to the construction phase because of the funding provided by the Governor and Legislature in the last session.

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 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
							...2028...	...2029...	...2030...	...2031...		
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,050	325	325	225	500	200	400	200	200	1,725	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Utility	1,118	1,118	0	0	0	0	0	0	0	0	0	0
Construction	19,858	9,103	0	2,255	1,500	1,000	2,000	2,000	2,000	10,755	0	0
Total	23,026	10,547	325	2,480	2,000	1,200	2,400	2,200	2,200	12,480	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0
Special	23,026	10,547	325	2,480	2,000	1,200	2,400	2,200	2,200	12,480	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Overall costs decreased by \$3M as funds were reprogrammed to other areas of need.

1837, 000292, 000300



PROJECT: Fairfield Marine Terminal Stormwater Management Program

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

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

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

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

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

- SMART GROWTH STATUS:**

☐ Project Not Location Specific

☐ Not Subject to PFA Law

☒ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

STATUS: Construction estimated to begin FY 2026.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2028...	...2029...	...2030...	...2031...		
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	4,300	0	0	1,500	2,550	250	0	0	0	4,300	0
Total	4,300	0	0	1,500	2,550	250	0	0	0	4,300	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	4,300	0	0	1,500	2,550	250	0	0	0	4,300	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Funds were realigned as the construction start date was pushed back.



PROJECT: South Locust Point Cruise Maryland Terminal

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

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

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

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

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

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

STATUS: MDOT is able to advance this project to construction phase because of funding provided by the Governor and Legislature in the last session. Construction for the new HVAC system and ceiling upgrades are scheduled to start in FY 2026.

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 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2028...	...2029...	...2030...	...2031...		
Planning	260	260	260	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	22,986	1,486	0	1,500	1,000	0	0	9,000	10,000	21,500	0
Total	23,246	1,746	260	1,500	1,000	0	0	9,000	10,000	21,500	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	23,246	1,746	260	1,500	1,000	0	0	9,000	10,000	21,500	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Overall costs increased by \$19M for the replacement of the passenger boarding bridge.

1638,1655, 000239, 000384



PROJECT: World Trade Center

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

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

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

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

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

- SMART GROWTH STATUS:**

☐ Project Not Location Specific

☐ Not Subject to PFA Law

☒ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

STATUS: Preliminary Engineering is ongoing for various projects. Rehabilitation of the HVAC system is ongoing. Elevator modernization began FY 2025 and will be completed in FY 2026. Tenant renovations will continue in FY 2026.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER						
PHASE	TOTAL		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2028...	...2029...	...2030...	...2031...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,230	1,230	567	500	500	500	500	500	500	3,000	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	71,715	31,311	6,223	9,904	8,500	8,250	4,250	4,750	4,750	40,404	0
Total	75,945	32,541	6,790	10,404	9,000	8,750	4,750	5,250	5,250	43,404	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	75,945	32,541	6,790	10,404	9,000	8,750	4,750	5,250	5,250	43,404	0
Other	0	0	0	0	0	0	0	0	0	0	0

3107, 3217, 000178, 000274, 000275, 000288, 000339

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: \$32.5M was added to cover the cost a major renovation that will allow two existing tenants to expand. Also, these additional funds will cover the replacement of a chiller and rehabilitation of electrical switchgear.



PROJECT: Interconnector Bridge

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

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

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

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

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

STATUS: Construction estimated to begin in November 2025.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2028...	...2029...	...2030...	...2031...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	12,000	0	0	10,500	1,500	0	0	0	0	12,000	0
Total	12,000	0	0	10,500	1,500	0	0	0	0	12,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	12,000	0	0	10,500	1,500	0	0	0	0	12,000	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Funds were redistributed to reflect updated construction schedules.

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.

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

☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

	Grandfathered
	Exception Will Be Required
	Exception Granted

EXPLANATION: Remediation of the affected areas located at the DMT will prevent hazardous substances generated by chrome ore residue from entering Baltimore Harbor. The application of Corrective Measures will enable the reclamation of chrome ore affected areas. The MPA will use these areas to store additional cargo brought to the Port of Baltimore by truck, vessel or rail.

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

[illegible]

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: \$11.4M was added to the program. Most of this increase can be attributed to adding \$3.4M in FY 2029 and \$5.6M in FY 2031.



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.

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

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

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

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

[illegible]

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: The overall cost increased by \$8.8 million because cash flows were adjusted, and funding was added to FY2031.



PROJECT: Port of Baltimore Rail Capacity Modernization Project

DESCRIPTION: The Intermodal Container Transfer Facility (ICTF) sits adjacent to Seagirt Marine Terminal. The project will replace existing infrastructure with five new working rail tracks and adding infrastructure to support reduced or zero emission Rubber Tired Gantry cranes. The project is being supported by a Consolidated Rail Infrastructure and Safety Improvement (CRISI) grant from the Federal Railroad Administration along with private funding from Ports America Chesapeake.

PURPOSE & NEED SUMMARY STATEMENT: The project is needed to modernize the ICTF's rail yard infrastructure to support increased demand for double stacked trains of containerized cargo once the Howard Street Tunnel Project is completed in Mid-2026.

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

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

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

- SMART GROWTH STATUS:**

☐ Project Not Location Specific

☐ Not Subject to PFA Law

☒ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

STATUS: The CRISI grant was announced in June 2022. Ports America Chesapeake and MPA are working with FRA to finalize the grant agreement.

POTENTIAL FUNDING SOURCE:						<input type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2028...	...2029...	...2030...	...2031...		
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	16,170	6,230	0	0	0	0	22,400	0
Total	22,400	0	0	16,170	6,230	0	0	0	0	22,400	0
Federal-Aid	13,320	0	0	8,960	4,360	0	0	0	0	13,320	0
Special	0	0		0	0	0	0	0	0	0	0
Other	9,080	0	0	7,210	1,870	0	0	0	0	9,080	0

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

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

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

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

SMART GROWTH STATUS:

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

STATUS: MPA is currently replacing older diesel engines with cleaner diesel burning engines or with electric vehicles when possible. Design work has begun on the EPA Clean Port grant to bring the necessary power into Dundalk Marine Terminal and procuring electric forklifts.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Overall project costs increased by \$12.8M. This is mainly due to \$11.3M being added to FY 2030 and FY 2031 to fund future Climate Solutions Now Act Initiatives.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
TOTAL											
PHASE	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX	BALANCE
	COST	THRU	YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	CLOSE YEAR	2025	2026	2027	...2028...	...2029...	...2030...	...2031...	TOTAL	COMPLETE
Planning	168,841	24,006	9,075	33,988	36,392	41,417	23,039	2,000	8,000	144,834	0
Engineering	3,197	402	377	714	714	714	653	0	0	2,795	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	54,145	8,780	1,697	8,069	16,887	11,786	7,374	250	1,000	45,365	0
Total	226,183	33,189	11,150	42,770	53,992	53,916	31,065	2,250	9,000	192,994	0
Federal-Aid	149,782	8,359	7,708	31,548	43,270	42,468	24,136	0	0	141,423	0
Special	49,132	23,154	1,766	4,974	3,728	3,400	2,626	2,250	9,000	25,978	0
Other	27,269	1,676	1,676	6,248	6,994	8,049	4,302	0	0	25,593	0

0184, 0299, 0310, 0312, 5418, 0372-0374, 0386



PROJECT: Seagirt Marine Terminal Modernization - Loop Channel Improvements

DESCRIPTION: This is phase two of the Seagirt Modernization project, which will widen and deepen the loop channel to facilitate improved access at Seagirt Marine Terminal for the larger container ships that are now calling on East Coast ports. Phase one consists of deepening a second berth and landside improvements at Seagirt Marine Terminal Berth 3.

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

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

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

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

- SMART GROWTH STATUS:**

☐ Project Not Location Specific

☐ Not Subject to PFA Law

☒ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

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

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
TOTAL											
PHASE	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX	BALANCE
	COST	THRU	YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	CLOSE YEAR	2025	2026	2027	...2028...	...2029...	...2030...	...2031...	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,730	1,421	452	309	0	0	0	0	0	309	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,730	1,421	452	309	0	0	0	0	0	309	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,730	1,421	452	309	0	0	0	0	0	309	0
Other	0	0	0	0	0	0	0	0	0	0	0



PROJECT: Dundalk Marine Terminals Berths 11 - 13

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

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

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

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

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

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

STATUS: Preliminary Engineering and NEPA are underway for the 1st Phase of Berth 11 - 13 Reconstruction. MDOT is able to fund the 2nd Phase of construction because of the funding provided by the Governor and Legislature in the last session.

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 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2028...	...2029...	...2030...	...2031...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,066	1,798	400	568	500	0	0	100	100	1,268	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	111,510	0	0	0	17,010	25,750	8,750	30,000	30,000	111,510	(0)
Total	114,576	1,798	400	568	17,510	25,750	8,750	30,100	30,100	112,778	(0)
Federal-Aid	30,906	0	0	0	10,206	15,450	5,250	0	0	30,906	0
Special	83,670	1,798	400	568	7,304	10,300	3,500	30,100	30,100	81,872	(0)
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: \$35M has been added to complete the funding for the 2nd phase of the DMT Berth 11-13 Reconstruction.



PROJECT: Dundalk Marine Terminal Berths 1 - 2

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

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

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

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

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

STATUS: Engineering was paused until FY30 as MPA is focusing efforts on other berths at Dundalk Marine Terminal.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2028...	...2029...	...2030...	...2031...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,394	1,194	25	0	0	0	0	100	100	200	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	1,394	1,194	25	0	0	0	0	100	100	200	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,394	1,194	25	0	0	0	0	100	100	200	0
Other	0	0	0	0	0	0	0	0	0	0	0

8004

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.



PROJECT: North Locust Point Marine Terminal Preservation Projects

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

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

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

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

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

- SMART GROWTH STATUS:**

☐ Project Not Location Specific

☐ Not Subject to PFA Law

☒ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

STATUS: This project has been moved back to the Primary Development and Evaluation phase previous construction phases have been completed. Current design funds programmed are for the NLP Pier 3 demolition and NLP waterline replacement.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2028...	...2029...	...2030...	...2031...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	308	88	25	20	0	0	0	100	100	220	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	2,346	2,346	0	0	0	0	0	0	0	0	0
Total	2,654	2,434	25	20	0	0	0	100	100	220	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	2,654	2,434	25	20	0	0	0	100	100	220	0
Other	0	0	0	0	0	0	0	0	0	0	0

1659, 000204, 000265, 000290



PROJECT: St Helena Property

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

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

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

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

EXPLANATION: The site would allow MPA to expand cargo storage capabilities near Dundalk Marine Terminal.

- SMART GROWTH STATUS:**

☐ Project Not Location Specific

☐ Not Subject to PFA Law

☒ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

STATUS: MPA has an agreement to acquire the property and is waiting on the owner to complete the required remediation.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2028...	...2029...	...2030...	...2031...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	79	79	60	0	0	0	0	0	0	0	0
Right-of-way	5,000	0	0	5,000	0	0	0	0	0	5,000	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	5,079	79	60	5,000	0	0	0	0	0	5,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	5,079	79	60	5,000	0	0	0	0	0	5,000	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Funding was moved from FY 2025 into FY 2026 as MPA is waiting on the owner to complete the required remediation.

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND PORT ADMINISTRATION - LINE 26

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Agency Wide Building Repairs</u>				
MPA1854	Agency Wide Facility Improvements	\$	35,011	Ongoing
MPAPRJ000305	Fire Protection Systems Replacement	\$	3,600	FY 2027
MPAPRJ000382	Agency Wide Facilities A&E	\$	3,550	Underway
<u>Comprehensive Paving Program</u>				
MPA1706	Agency Wide Comprehensive Paving XI	\$	14,329	Ongoing
MPA1842	Agency Wide Paving Repairs	\$	15,681	Ongoing
<u>Environment</u>				
MPA1400	Environmental Remediation	\$	1,260	Ongoing
MPA1707	Hawkins Point O&M	\$	18,111	Ongoing
MPAPRJ000315	COASTAL RESILIENCY & ADAPTATION PLAN (BRIC Grant)	\$	200	Ongoing
MPAPRJ000385	TMDL Remediation Projects	\$	13,200	FY 2030
MPAPRJ000386	Tree Planting (Atlantic Conservation Coalition Grant)	\$	1,000	FY 2026
<u>Harbor Development - Dredge Material Management</u>				
MPAPRJ000332	Climate Challenge Reimbursement Grant	\$	364	Ongoing
<u>Harbor Development - General</u>				
MPA5208	Oyster Reseeding Program	\$	45,412	Ongoing
MPA5217	Environmental Studies - MERC	\$	10,307	Ongoing
MPA5221	Chesapeake Bay PORTS System	\$	9,664	Ongoing
MPA5224	Economic Studies - UMCES	\$	5,230	Ongoing
<u>Information Systems Division</u>				
MPA3124	CTIPP Equipment	\$	6,390	Ongoing
MPA3215	IT Database Infrastructure Implementation Support	\$	2,278	Ongoing
MPAPRJ000186	Enhance Cybersecurity-Portwide Wireless Links - Replace Legacy Wireless Links	\$	803	Completed

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND PORT ADMINISTRATION - LINE 26

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Information Systems Division</u>			
MPAPRJ000208	Deployment of CCTV Field Distribution Box (FDB) Protection Mechanisms: Phase 1	\$ 50	Ongoing
MPAPRJ000209	WTC ACS- Replacement - Genetec	\$ 390	Completed
MPAPRJ000213	Improve MDOT MPA Access Security Control System Phase 2 (2021 PSGP)	\$ 498	Ongoing
MPAPRJ000217	2021 PSGP Submission: Cyber Auto Rem Phase II	\$ 530	Ongoing
MPAPRJ000219	2021 PSGP Submission: Cybersecurity Enhancement of Unified Security Platform	\$ 572	Ongoing
MPAPRJ000242	CCTV maintenance	\$ 641	Ongoing
MPAPRJ000293	OIT Systems Engineer Resource	\$ 828	Ongoing
MPAPRJ000307	Application Software Cybersecurity A & R (PSGP22)	\$ 450	Ongoing
MPAPRJ000329	Resource for Grant Management System	\$ 242	Completed
MPAPRJ000375	Implement Enhanced Cybersecurity Resilience for Critical Services	\$ 653	Underway
MPAPRJ000383	IT Holding-MPA	\$ 1,226	FY 2030
<u>Landside - Security Enhancements</u>			
MPA1941	Wave Camera System Replacement	\$ 356	Completed
MPAPRJ000281	One Stop Security Processing at DMT Truck Plaza	\$ 1,438	Under Construction
<u>Landside Facility and Capital Equipment</u>			
MPA3038	Sprinkler Repairs	\$ 3,247	Ongoing
MPA3106	Railroad Inspection and Construction	\$ 12,494	Ongoing
MPA3233	Vehicles and Light Trucks (DA-8 eligible)	\$ 4,431	Ongoing
MPAPRJ000387	MDTA Police Take-Home Vehicles	\$ 2,000	FY 2026
<u>Landside Major Projects</u>			
MPAPRJ000272	DMT Waterline Rehabilitation Program	\$ 13,980	Design Underway
MPAPRJ000371	DMT MAT Trailers	\$ 814	Ongoing

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND PORT ADMINISTRATION - LINE 26

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Landside Studies and Open Ended Contracts</u>				
MPA1211	Portwide Engineering and Design - Balance	\$	6,196	FY 2029
MPA1281	Construction Management & Inspection	\$	14,320	Ongoing
MPA1286	Portwide Engineering and Design Contracts	\$	41,826	Ongoing
MPAAWC000188	MPA Diving Services	\$	350	Ongoing
MPAAWC000308	CATS/GIS - JMT	\$	3,272	Ongoing
MPAAWC000309	CATS/GIS - KCI	\$	3,207	Ongoing
MPAPRJ000223	Waterfront Structure Inspections	\$	5,824	Ongoing
MPAPRJ000238	Agency Wide Structures Engineering	\$	5,271	Ongoing
<u>Landside System Preservation</u>				
MPAPRJ000291	DMT Shed 201B Roof Replacement	\$	191	Completed
<u>Planning and Finance</u>				
MPA3501	Open Ended Planning Studies JM	\$	2,522	Ongoing
<u>Waterfront Structures Program</u>				
MPA1730	Agency Wide Waterfront Structure Repair	\$	35,000	Ongoing
MPA1865	Agency Wide Substructure Repair	\$	11,899	Completed