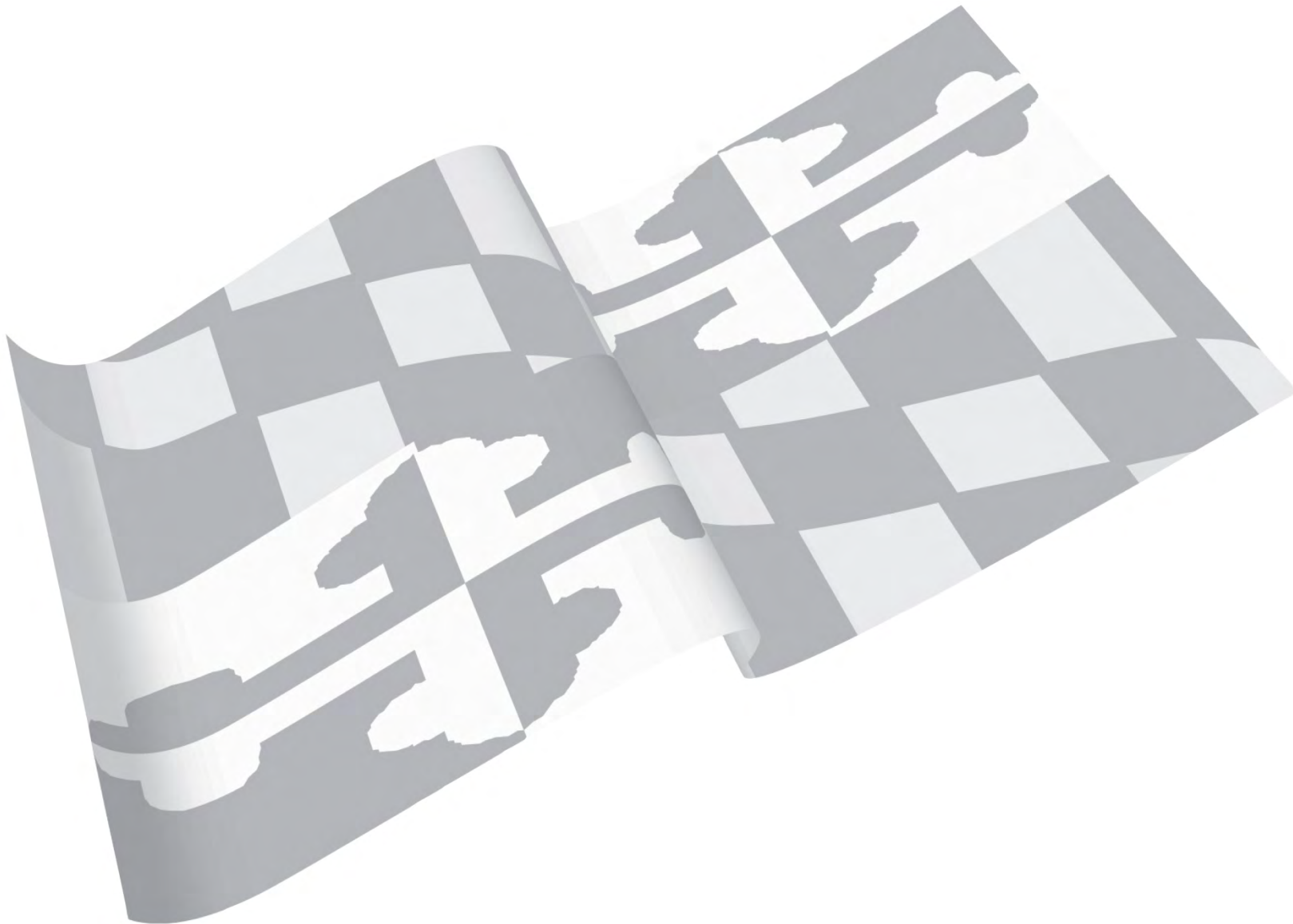




MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND PORT ADMINISTRATION

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

	<u>FY 2027</u>	<u>FY 2028</u>	<u>FY 2029</u>	<u>FY 2030</u>	<u>FY 2031</u>	<u>FY 2032</u>	<u>SIX - YEAR TOTAL</u>
<u>Major Construction Program</u>	303.0	215.0	90.4	87.4	83.9	97.8	877.5
System Preservation	271.8	189.8	83.9	75.4	67.9	77.9	766.7
Expansion/Efficiency	12.7	0.1	-	-	0.7	10.0	23.5
Safety & Security	0.6	0.3	0.1	-	-	-	0.9
Environment	16.3	24.3	6.1	11.2	14.1	8.6	80.5
Administration	1.6	0.6	0.3	0.9	1.2	1.3	5.9
<u>Major Development & Evaluation Program</u>	90.7	70.2	67.2	57.4	46.7	33.4	365.6
System Preservation	1.7	23.3	37.2	57.4	46.7	33.4	199.7
Expansion/Efficiency	0.1	0.0	-	-	-	-	0.1
Safety & Security	0.0	-	0.0	-	-	-	0.0
Environment	88.9	46.8	30.0	-	-	-	165.7
<u>Minor Program</u>	16.9	16.8	24.5	38.6	32.9	30.1	159.7
System Preservation	12.3	12.9	20.8	23.9	24.3	23.4	117.7
Safety & Security	0.4	0.5	0.4	0.5	0.5	0.5	2.7
Environment	2.8	2.8	2.6	11.8	6.9	3.4	30.3
Administration	1.3	0.6	0.7	2.4	1.2	2.8	9.0
<u>Capital Salaries, Wages & Other Costs</u>	7.5	7.7	7.8	8.3	9.4	9.5	50.2
TOTAL	418.1	309.7	189.9	191.7	172.9	170.7	1,452.9
Special Funds	305.6	225.8	140.6	186.5	172.9	170.7	1,201.9
Federal Funds	85.5	66.5	45.0	5.3	-	-	202.3
Other Funds	27.1	17.4	4.3	-	-	-	48.7
<u>Special Funds Breakdown</u>							
Transportation Trust Fund	292.4	203.1	129.9	178.7	170.8	160.1	1,135.0
Reimbursement Funds	13.2	22.7	10.6	7.8	2.0	10.6	66.9
SPECIAL FUNDS TOTAL	305.6	225.8	140.6	186.5	172.9	170.7	1,201.9
<u>Other Funds Breakdown</u>							
Other (Not GO Bonds)	27.1	17.4	4.3	-	-	-	48.7
OTHER FUNDS TOTAL	27.1	17.4	4.3	-	-	-	48.7



PROJECT: Howard Street Tunnel Project

DESCRIPTION: The project consists of reconstructing the 131-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: The project reached a significant milestone in May 2026 when double stack clearance was achieved at all 22 sites. At this time, CSX is operating daily double-stack trains in and out of the Port of Baltimore. Remaining construction activities are expected to wrap up in Spring 2027.

POTENTIAL FUNDING SOURCE:		☒ SPECIAL	☒ FEDERAL	☒ GENERAL	☒ OTHER						
PHASE	TOTAL		PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2029...	...2030...	...2031...	...2032...		
Planning	2,588	2,588	0	0	0	0	0	0	0	0	0
Engineering	25,620	25,620	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	453,496	442,139	226,204	11,357	0	0	0	0	0	11,357	0
Total	481,704	470,347	226,204	11,357	0	0	0	0	0	11,357	0
Federal-Aid	125,000	125,000	54,606	0	0	0	0	0	0	0	0
Special	160,681	151,944	92,102	8,737	0	0	0	0	0	8,737	0
Other	196,022	193,403	79,496	2,619	0	0	0	0	0	2,619	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Overall costs were reduced by \$13.3M as CSX is finishing most work on the tunnel and cash flows were revised for the remaining work.

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:

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 negotiating the grant agreement.

POTENTIAL FUNDING SOURCE:											
☐ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2029...	...2030...	...2031...	...2032...		
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 2026 - 31 CTP: Funding was moved from FY 2026 into FY 2027 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 as a Maryland State Park, 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. This includes activities such as water monitoring and management, invasive species control, permit compliance, site maintenance, studies and design.

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
- ☒ Project Outside PFA
- ☐ PFA Status Yet to Be Determined
- ☒ Grandfathered
- ☐ Exception Will Be Required
- ☐ 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:		☒ SPECIAL	☐ FEDERAL	☐ GENERAL	☐ OTHER						
PHASE	TOTAL		PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2029...	...2030...	...2031...	...2032...		
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	110,134	96,134	2,136	2,200	2,200	2,000	2,200	2,700	2,700	14,000	0
Total	110,134	96,134	2,136	2,200	2,200	2,000	2,200	2,700	2,700	14,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	110,134	96,134	2,136	2,200	2,200	2,000	2,200	2,700	2,700	14,000	0
Other	0	0	0	0	0	0	0	0	0	0	0

5002, 5004

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Overall costs went up by \$2.5M as \$2.7M was added in FY 2032 while spending in FY 2026 was less than anticipated.



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 with construction anticipated to start in FY29.

POTENTIAL FUNDING SOURCE:			☒ SPECIAL	☐ FEDERAL	☐ GENERAL	☐ OTHER					
PHASE	TOTAL		PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2029...	...2030...	...2031...	...2032...		
Planning	765	765	0	0	0	0	0	0	0	0	0
Engineering	22,875	6,850	0	14,852	1,173	0	0	0	0	16,025	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	265,763	175,503	7,455	3,495	3,266	20,000	21,000	21,000	21,500	90,260	0
Total	290,414	184,129	7,455	18,347	4,439	20,000	21,000	21,000	21,500	106,285	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	290,414	184,129	7,455	18,347	4,439	20,000	21,000	21,000	21,500	106,285	0
Other	0	0	0	0	0	0	0	0	0	0	0

5305, 5308, 5309

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Cash flows were realigned based on updated project schedules for the +60 feet dike raising phase of construction. Overall costs increased by \$46.4M because engineering and construction costs have been added for the next phase of the project to fully fund the raising of the dikes to +80 feet.



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. Linked to the adjacent DMCF site is Masonville Cove, a waterfront campus that has been extensively restored and became the nation's first Urban Wildlife Refuge Partnership. Masonville Cove serves as both a refuge for wildlife and a public gateway, reconnecting nearby communities to the shoreline. Masonville Cove welcomes over 6,000 students and community visitors

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. Masonville Cove is linked to the adjacent Masonville DMCF and getting to the site can be challenging. Construction of the Masonville Cove Connector will allow for safe and equitable access to Masonville Cove.

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 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 feet expansion was completed in June 2026. The contract for +42 feet expansion was awarded June 2026 with construction anticipated to start August 2026. Design for the Masonville Cove Connector has reached 30% with planning and design ongoing.

POTENTIAL FUNDING SOURCE:		☒ SPECIAL	☐ FEDERAL	☐ GENERAL	☐ OTHER						
PHASE	TOTAL		PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2029...	...2030...	...2031...	...2032...		
Planning	612	303	22	214	94	0	0	0	0	308	0
Engineering	1,379	381	160	998	0	0	0	0	0	998	0
Right-of-way	133	0	0	133	0	0	0	0	0	133	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	362,271	298,434	11,428	19,808	18,616	3,300	3,300	4,512	14,300	63,836	0
Total	364,394	299,119	11,610	21,153	18,710	3,300	3,300	4,512	14,300	65,276	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	364,394	299,119	11,610	21,153	18,710	3,300	3,300	4,512	14,300	65,276	0
Other	0	0	0	0	0	0	0	0	0	0	0

5232, 5235, 5237, 000222

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Cash flows increased \$12.9M. Most of this increase is attributed the addition of \$10M added in FY 2032 to fund the completion of the Masonville Cove Connector.



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

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:**

☐ 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

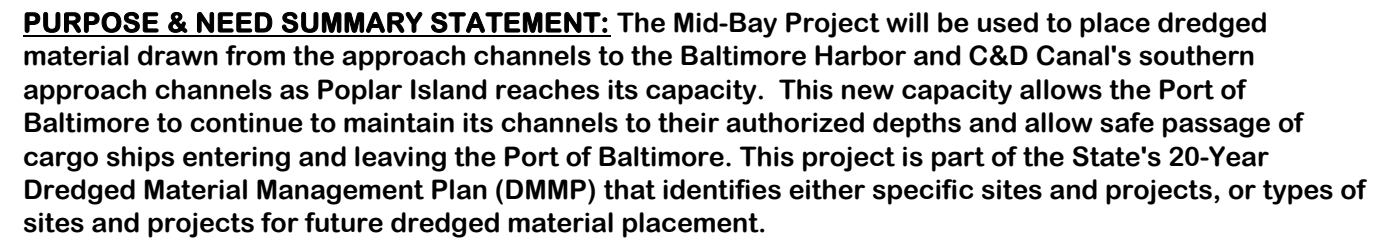
☒ Exception Granted

STATUS: The 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 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2029...	...2030...	...2031...	...2032...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	20,179	16,929	709	500	500	450	500	600	700	3,250	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	219,924	172,149	7,500	7,275	7,500	5,500	7,500	9,500	10,500	47,775	0
Total	240,103	189,078	8,209	7,775	8,000	5,950	8,000	10,100	11,200	51,025	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	240,103	189,078	8,209	7,775	8,000	5,950	8,000	10,100	11,200	51,025	0
Other	0	0	0	0	0	0	0	0	0	0	0

5101, 5103, 5105, 5402

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: \$11.2M in funding was added. \$10.1M was added in FY 2032 to cover ongoing design and construction costs.



STATUS: Construction continues on Barren Island and construction started on James Island in May 2026.



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 is continuing to develop the Cox Creek Sediment Technology and Reuse (STAR) site to support the advancement of the innovative reuse and beneficial 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.

POTENTIAL FUNDING SOURCE:						☒ SPECIAL	☐ FEDERAL	☐ GENERAL	☐ OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2029...	...2030...	...2031...	...2032...		
Planning	7,221	4,121	502	700	500	300	500	500	600	3,100	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	49,533	14,701	8,257	8,915	5,556	1,326	4,015	5,010	10,010	34,832	0
Total	56,754	18,822	8,759	9,615	6,056	1,626	4,515	5,510	10,610	37,932	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	56,754	18,822	8,759	9,615	6,056	1,626	4,515	5,510	10,610	37,932	0
Other	0	0	0	0	0	0	0	0	0	0	0

5005, 5007, 5241, 000181, 000182, 000311

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Overall estimated project costs increased by \$19.5M, mainly due to funds being added in FY 2026 and FY 2027 for the development the STAR site and for capacity recovery efforts to extend placement capacity at the Port of Baltimore's dredged facility placement sites. Additional funds of \$10.6 million were added in FY 2032 to continue to develop and advance the innovative reuse and beneficial reuse of dredged material program.



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.

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 |

STATUS: MPA acquired the STAR site property in December 2022 and remediation efforts are ongoing.

POTENTIAL FUNDING SOURCE:											
☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ 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	2026	2027	2028	...2029...	...2030...	...2031...	...2032...	TOTAL	COMPLETE
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	11,074	5,467	5,000	27,780	22,290	6,330	1,310	600	63,310	140
Total	75,000	11,550	5,467	5,000	27,780	22,290	6,330	1,310	600	63,310	140
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	74,524	11,074	5,467	5,000	27,780	22,290	6,330	1,310	600	63,310	140
Other	476	476	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: There were no significant changes.

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.

- ☒ 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.

X	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. Construction continues on all three phases of this project.

[illegible]

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Costs increased by \$3.0M due to unforeseen site conditions. Cash flows were readjusted because of changes in the schedule.



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:

- | | |
|---|---|
| ☒ Enhance Safety and Security | ☒ Serve Communities and Support the Economy |
| ☒ Deliver System Quality | ☒ 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.

POTENTIAL FUNDING SOURCE:						☒ SPECIAL	☐ FEDERAL	☐ GENERAL	☐ 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	2026	2027	2028	...2029...	...2030...	...2031...	...2032...	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,368	518	235	500	200	400	200	200	350	1,850	0
Right-of-way	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
Construction	20,103	9,103	0	0	1,000	4,000	2,000	2,000	2,000	11,000	0
Total	23,590	10,740	235	500	1,200	4,400	2,200	2,200	2,350	12,850	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	23,590	10,740	235	500	1,200	4,400	2,200	2,200	2,350	12,850	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Overall costs increased by \$0.5M. Cash flows were realigned to meet current needs and funds were added in FY2032.

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 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: The project has been delayed because funds were reduced for fiscal capacity reasons.

POTENTIAL FUNDING SOURCE:						☒ SPECIAL	☐ FEDERAL	☐ GENERAL	☐ OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2029...	...2030...	...2031...	...2032...		
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	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: \$4.3M in construction funds were removed due to fiscal capacity reasons.



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: Construction for the new HVAC system and ceiling upgrades are scheduled to start in June 2027.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2029...	...2030...	...2031...	...2032...		
Planning	117	117	0	0	0	0	0	0	0	0	0
Engineering	180	180	180	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	23,686	1,486	0	1,000	2,200	0	9,000	10,000	0	22,200	0
Total	23,982	1,782	180	1,000	2,200	0	9,000	10,000	0	22,200	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	23,982	1,782	180	1,000	2,200	0	9,000	10,000	0	22,200	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Overall costs increased by \$0.7M because the slightly higher costs than anticipated for the construction of the new HVAC system and Ceiling upgrades.

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

- 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: 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.

STATUS: Preliminary Engineering is ongoing for various projects. Rehabilitation of the HVAC system is ongoing. The elevator modernization was completed in March 2026. Major renovations for tenant expansion started in FY 2025 and will continue through FY 2028.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: \$17.0 million was added to the project to cover addition tenant renovations.

POTENTIAL FUNDING SOURCE:						☒ SPECIAL	☐ FEDERAL	☐ GENERAL	☐ OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2029...	...2030...	...2031...	...2032...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	9,324	3,424	2,000	1,900	2,000	500	500	500	500	5,900	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	83,645	34,684	4,133	17,711	16,750	1,250	4,750	4,750	3,750	48,961	0
Total	92,968	38,107	6,133	19,611	18,750	1,750	5,250	5,250	4,250	54,861	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	92,968	38,107	6,133	19,611	18,750	1,750	5,250	5,250	4,250	54,861	0
Other	0	0	0	0	0	0	0	0	0	0	0

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



PROJECT: Interconnector Bridge

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

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

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

- | | |
|---|---|
| ☒ Enhance Safety and Security | ☒ Serve Communities and Support the Economy |
| ☒ Deliver System Quality | ☐ 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 began in March 2026.

POTENTIAL FUNDING SOURCE:		☒ SPECIAL	☐ FEDERAL	☐ GENERAL	☐ OTHER						
PHASE	TOTAL		PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2029...	...2030...	...2031...	...2032...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	7,362	1,462	1,462	5,900	0	0	0	0	0	5,900	0
Total	7,362	1,462	1,462	5,900	0	0	0	0	0	5,900	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	7,362	1,462	1,462	5,900	0	0	0	0	0	5,900	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Funds were reduced by \$3.0M as the final bid was lower than anticipated.



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. In addition, COPR at MPA's Hawkins Point Landfill requires remediation efforts to control leachates.

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 and HPMT contains hexavalent chromium which is defined and regulated as a hazardous substance under Federal and State law. The studies and work plans required under the Consent Decree are designed to assess the chromium remediation. The CMAA was approved by the MDE in July 2012.

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

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

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.

- 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 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 ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2029...	...2030...	...2031...	...2032...		
Planning	976	731	33	33	31	31	50	50	50	245	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	133,020	91,221	6,914	8,987	5,599	5,338	9,125	6,000	6,750	41,799	0
Total	133,996	91,952	6,947	9,020	5,630	5,369	9,175	6,050	6,800	42,044	0
Federal-Aid	15	15	0	0	0	0	0	0	0	0	0
Special	133,981	91,937	6,947	9,020	5,630	5,369	9,175	6,050	6,800	42,044	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: The total cost increased by \$29.1M because the COPR remediation efforts at the Hawkins Point Landfill were added to this PIF and \$6.8M was added to FY 2032 for ongoing remediation efforts.

1011, 1102, 1106, 1108, 1707, 9000



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.

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 |

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

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 2026 - 31 CTP: The overall cost increased by \$8.8M because cash flows were adjusted, and funding was added to FY 2029 and FY 2032.



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 now that the Port has full double stack capability.

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

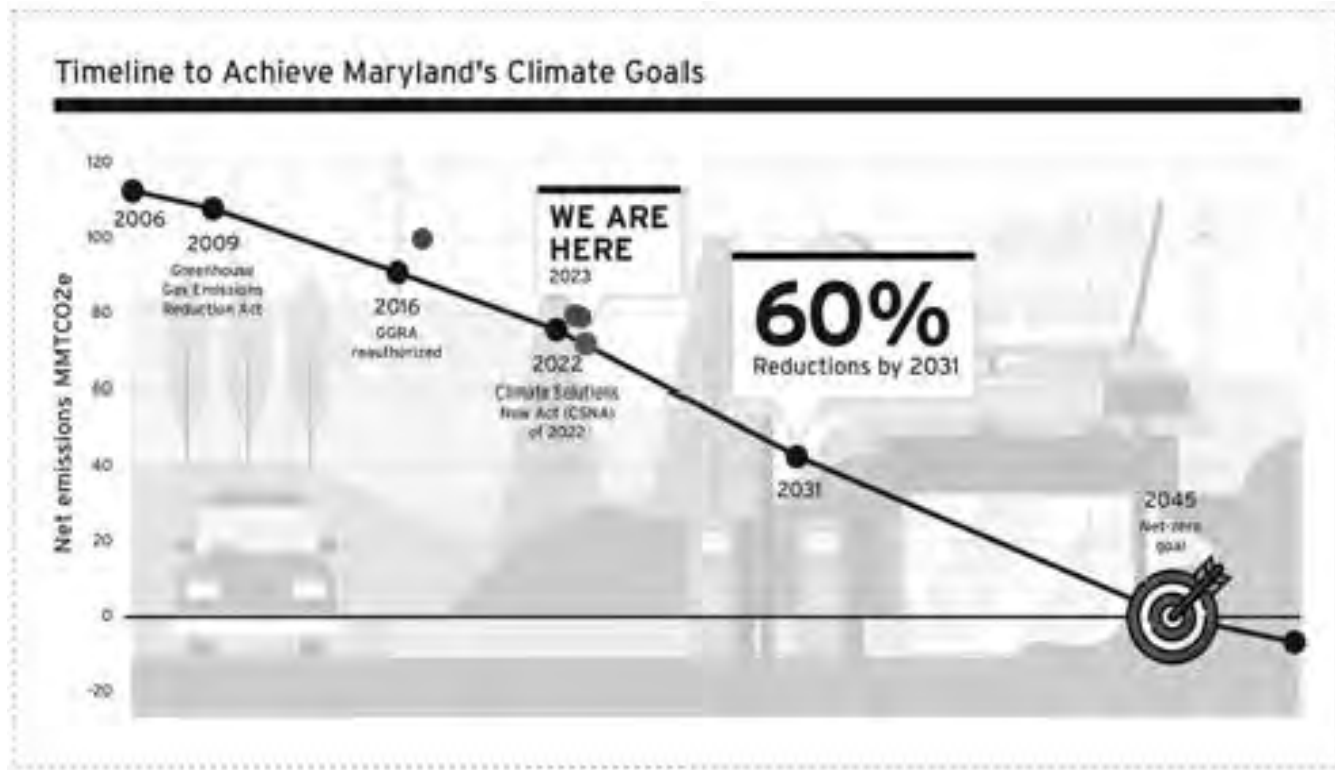
SMART GROWTH STATUS:		☐ Project Not Location Specific	☐ Not Subject to PFA Law
☒	Project Inside PFA	☐	Grandfathered
☐	Project Outside PFA	☐	Exception Will Be Required
☐	PFA Status Yet to Be Determined	☐	Exception Granted

EXPLANATION: The project will 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 FRA grant agreement was signed in June 2026. Construction is anticipated to start in October 2026.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER											
PHASE	TOTAL					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	FOR PLANNING PURPOSES ONLY					
	COST (\$000)	THRU CLOSE YEAR	YEAR 2026	YEAR 2027	YEAR 2028	...2029...	...2030...	...2031...	...2032...		
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

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Cash flows were revised to reflect an updated schedule.



PROJECT: Climate Solutions Now Act and Related Projects

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

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

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

- | | |
|--|---|
| ☐ Enhance Safety and Security | ☒ Serve Communities and Support the Economy |
| ☒ Deliver System Quality | ☒ 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:**
- | | |
|---|---|
| ☒ 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 is currently replacing older diesel engines with cleaner diesel burning engines or with electric vehicles when possible. Work has begun on the EPA Clean Port grant to bring the necessary power into Dundalk Marine Terminal and procuring electric forklifts. In addition, several tenants have started to procure electric material handling equipment.

POTENTIAL FUNDING SOURCE:		☒ SPECIAL	☐ FEDERAL	☐ GENERAL	☐ OTHER						
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	172,357	29,927	14,411	72,818	35,227	22,611	2,000	8,000	1,775	142,431	0
Engineering	3,197	1,116	1,036	714	714	653	0	0	0	2,081	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	52,305	14,008	5,611	16,763	12,161	7,624	250	1,000	500	38,297	0
Total	227,860	45,051	21,058	90,295	48,101	30,887	2,250	9,000	2,275	182,808	0
Federal-Aid	148,284	17,901	16,680	68,731	37,516	24,136	0	0	0	130,383	0
Special	51,922	24,935	2,163	7,239	3,775	2,448	2,250	9,000	2,275	26,987	0
Other	27,654	2,215	2,215	14,326	6,811	4,302	0	0	0	25,439	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Overall project costs increased by \$1.5M. This is mainly due to \$2.3M being added to FY 2032 for future CSNA initiatives, such as lighting and HVAC upgrades.

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

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

☒	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

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: \$7.68M was added to the construction budget and cash flows were changed to reflect the updated construction schedule.

[illegible]



PROJECT: Dundalk Marine Terminal Berths 11 - 13 Reconstruction

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

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

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

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

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

- SMART GROWTH STATUS:**

☐ Project Not Location Specific

☐ Not Subject to PFA Law

☒ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

STATUS: NEPA was finalized for the 1st Phase of Berth 11 - 13 Reconstruction in June 2026. Final Design continues on the project as MPA and MARAD work on the INFRA agreement for Phase 1. Construction is expected to start in FY 2028.

POTENTIAL FUNDING SOURCE:		☒ SPECIAL	☒ FEDERAL	☐ GENERAL	☐ OTHER						
PHASE	TOTAL		PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2029...	...2030...	...2031...	...2032...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,250	2,750	820	1,000	0	0	0	0	500	1,500	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	141,510	0	0	0	17,010	25,750	38,750	30,000	30,000	141,510	(0)
Total	145,760	2,750	820	1,000	17,010	25,750	38,750	30,000	30,500	143,010	(0)
Federal-Aid	30,906	0	0	0	10,206	15,450	5,250	0	0	30,906	0
Special	114,854	2,750	820	1,000	6,804	10,300	33,500	30,000	30,500	112,104	(0)
Other	0	0	0	0	0	0	0	0	0	0	0



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 as MPA is focusing efforts on other berths at Dundalk Marine Terminal.

POTENTIAL FUNDING SOURCE:											
☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2029...	...2030...	...2031...	...2032...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,207	1,207	10	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,207	1,207	10	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,207	1,207	10	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

8004

SIGNIFICANT CHANGE FROM FY 2026 - 31 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: Design funding is on hold for Pier 3 demolition, Pier 4/5 Rehab and the waterline replacement.

POTENTIAL FUNDING SOURCE:											
☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2029...	...2030...	...2031...	...2032...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	157	157	50	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	2,346	2,346	0	0	0	0	0	0	0	0	0
Total	2,503	2,503	50	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	2,503	2,503	50	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Project costs were reduced by \$0.4M as funds were reduced for fiscal capacity reasons.

1659, 000204, 000265, 000290, 000391



PROJECT: St Helena Property

DESCRIPTION: The 17.27-acre brownfield site is located along Broening Highway across from MPA's Dundalk Marine Terminal.

PURPOSE & NEED SUMMARY STATEMENT: The site will be redeveloped and used for Port of Baltimore expansion

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 acquired the property in April 2026. MPA will assess the best of use this property along with the next steps while completing the Long-Term Master Vision Plan.

POTENTIAL FUNDING SOURCE:											
☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2029...	...2030...	...2031...	...2032...		
Planning	125	0	0	75	50	0	0	0	0	125	0
Engineering	79	79	0	0	0	0	0	0	0	0	0
Right-of-way	5,905	5,905	5,905	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	6,109	5,984	5,905	75	50	0	0	0	0	125	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	6,109	5,984	5,905	75	50	0	0	0	0	125	0
Other	0	0	0	0	0	0	0	0	0	0	0

000207, 000294

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: \$1.1M in funding was added to cover the revised cost of the acquisition and future monitoring of the property.



DESCRIPTION: This is the MDOT Enterprise Information Technology (IT) Program. This program supports IT projects which enhance MDOT's information technology infrastructure and strategy, including cybersecurity, innovation, IT oversight responsibilities, hardware/software upgrades, and end-of-life replacements.

STATUS: MPA IT Projects are ongoing.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: \$2.5M was added to cover the replacement of End-of-Life equipment and to provide funding for IT projects in FY 2032.

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MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND PORT ADMINISTRATION - LINE 26

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Engineering Agency Wide Building Repairs</u>				
MPA1854	Agency Wide Facility Improvements	\$	36,891	Ongoing
MPAPRJ000305	Fire Protection Systems Replacement	\$	7,300	FY 2027
MPAPRJ000382	Agency Wide Facilities A&E	\$	4,550	Underway
<u>Engineering Comprehensive Paving Program</u>				
MPA1706	Agency Wide Comprehensive Paving	\$	15,558	Ongoing
MPA1842	Agency Wide Paving Repairs	\$	15,681	Completed
<u>Engineering Waterfront Structures Program</u>				
MPA1730	Agency Wide Waterfront Structure Repair	\$	37,214	Ongoing
<u>Environment</u>				
MPA1400	Environmental Remediation	\$	1,319	Ongoing
MPA5208	Agency Wide Oyster Reseeding	\$	60,300	Ongoing
MPAPRJ000315	COASTAL RESILIENCY & ADAPTATION PLAN (BRIC Grant)	\$	200	Completed
MPAPRJ000385	TMDL Remediation Projects	\$	8,825	FY 2030
MPAPRJ000394	Colgate Creek Living Shoreline	\$	5,225	FY 2030
<u>Harbor Development - Dredge Material Management</u>				
MPAPRJ000332	Climate Challenge Reimbursement Grant	\$	364	Ongoing
<u>Harbor Development - General</u>				
MPA5217	Environmental Studies - MERC	\$	10,682	Ongoing
MPA5221	Chesapeake Bay PORTS System	\$	9,868	Ongoing
MPA5224	Economic Studies - UMCES	\$	5,608	Ongoing
<u>Landside - Security Enhancements</u>				
MPAPRJ000281	One Stop Security Processing at DMT Truck Plaza	\$	1,247	Completed

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND PORT ADMINISTRATION - LINE 26

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Landside - Security Enhancements</u>				
MPAPRJ000393	MDTA Police Protection	\$	21	FY 2027
<u>Landside Facility and Capital Equipment</u>				
MPA3038	Sprinkler Repairs	\$	3,659	Ongoing
MPA3106	Railroad Inspection and Construction	\$	13,480	Ongoing
MPA3233	Vehicles and Light Trucks	\$	4,829	Ongoing
MPAPRJ000387	MDTA Police Take-Home Vehicles	\$	1,475	Completed
<u>Landside Major Projects - Engineering</u>				
MPAPRJ000272	DMT Waterline Rehabilitation Program	\$	16,786	Design Underway
MPAPRJ000371	DMT MAT Trailers	\$	801	Ongoing
<u>Landside Studies and Open Ended Contracts</u>				
MPA1281	Construction Management & Inspection	\$	17,022	Ongoing
MPA1286	Portwide Engineering and Design Contracts	\$	42,739	Ongoing
MPAAWC000188	MPA Diving Services	\$	482	Ongoing
MPAAWC000308	CATS/GIS - JMT	\$	4,240	Ongoing
MPAAWC000309	CATS/GIS - KCI	\$	4,389	Ongoing
MPAPRJ000223	Waterfront Structure Inspections	\$	6,737	Ongoing
MPAPRJ000238	Agency Wide Structures Engineering	\$	6,530	Ongoing
<u>Landside System Preservation</u>				
MPAPRJ000392	SLP Sand Filters	\$	250	FY 2027
<u>Planning and Finance</u>				
MPA3501	Open Ended Planning Studies	\$	4,801	Ongoing