

August 15, 2024

Ms. Valeriya Remezova  
Division Administrator  
Attn: Ms. Jasmine Champion  
Federal Highway Administration  
Maryland Division  
George H. Fallon Federal Building  
31 Hopkins Plaza, Suite 1520  
Baltimore MD 21201

Ms. Terry Garcia Crews  
Regional Administrator  
Attn: Mr. Daniel Sommerville  
Federal Transit Administration, Region III  
1835 Market Street, Suite 1910  
Philadelphia PA 19103-2968

Dear Ms. Remezova and Ms. Crews:

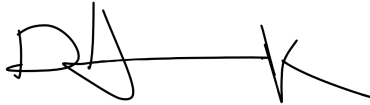
The Maryland Department of Transportation (MDOT) hereby modifies the Fiscal Year (FY) 2022-2025 Maryland Statewide Transportation Improvement Program (STIP) to reflect a change to a Maryland Port Administration (MPA) project contained in the Baltimore Regional Transportation Board's FY 2025-2028 TIP. The MDOT has assigned Control #22-158 for this amendment and the supporting documentation is attached.

Project Name	TIP & STIP #	Funding Source	FY22-FY25 Net Federal Change (in 000's)
Dundalk Marine Terminal Resiliency and Flood Mitigation	30-2101-82	BUILD PROTECT	\$(1) \$21,058

Ms. Valeriya Remezova  
Ms. Terry Garcia Crews  
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The Maryland Statewide Transportation Improvement Program (STIP) continues to be fiscally constrained. Should you have additional questions or concerns, please contact me at 410-865-1098, toll free 888-713-1414 or via e-mail at [djanousek@mdot.maryland.gov](mailto:djanousek@mdot.maryland.gov).

Sincerely,

A handwritten signature in black ink, appearing to be 'D.J.' followed by a long horizontal stroke and a final 'K' shape.

Dan Janousek  
Regional Planner  
Office of Planning, Programming & Programming Project Delivery

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPCP, MDOT



August 15, 2024

Mr. Geoff Anderson, Chief  
Office of Planning, Programming, and Delivery  
**Attn: Mr. Dan Janousek**  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, MD 21076-1415

Dear Mr. Anderson:

Enclosed is one administrative modification to the *2025-2028 Baltimore Region Transportation Improvement Program (TIP)* as approved by the Baltimore Regional Transportation Board (BRTB) Executive Committee on August 9, 2024. The documentation enclosed supports changes to the *2025-2028 TIP* for one MDOT MPA administrative modification.

- **Dundalk Marine Terminal Resiliency and Flood Mitigation: 30-2101-82**

These minor changes are within the framework for Administrative Modifications and do not affect the regional conformity determination. MDOT MPA has affirmed that fiscal constraint for their Program of Projects remains intact.

Pursuant to the prescribed Transportation Improvement Program MOU signed in 2014, the BRTB Executive Committee approved these changes to the 2025–2028 TIP. MDOT MPA has affirmed that fiscal constraint for their program of projects remains intact and have made a commitment to the match required.



If you have any questions, please feel free to call me.

Sincerely,

A handwritten signature in black ink, appearing to read "T. Lang", with a long horizontal flourish extending to the right.

Todd R. Lang, Director  
Transportation Planning

#### Enclosures

cc: Mr. Dominic Scurti, MDOT MPA  
Mr. Geoff Anderson, MDOT  
Ms. Michelle Martin, MDOT  
Ms. Kari Synder, MDOT  
Mr. Jeff Ultee, MDOT

### Summary of FY 2025-2028 TIP Changes

Project Title	TIP Change Reason	Description	Type of Change
Dundalk Marine Terminal Resiliency and Flood Mitigation Project 30-2101-82	<p>This administrative modification adds \$10,000,000 of BUILD funds for construction with \$9,602,000 state match across FY 2025, FY 2026, and FY 2027. Additionally, \$41,438,000 in FHWA PROTECT formula funds for construction is added in FY 2025, FY 2026, and FY 2027, with a state match of \$10,359,500.</p> <p>The total construction funding by fiscal year is \$33,526,000 in FY 2025, \$29,334,000 in FY 2026, and \$8,540,000 in FY 2027. Additionally, \$50,000 for engineering in FY 2025 is no longer required. These changes result in an overall increase in construction funding of \$71,338,360. The Estimated Total Cost for this project increases from \$61,640 to \$71,400,008 million.</p>	<p>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.</p> <p>Improvements will continue through FY 2027. Engineering has been completed. The project will install sea curbs to prevent the terminal from flooding during storm surges; install back flow preventers on 15 existing storm drain outfalls to prevent storm surges from backing up surface water and flooding low level areas on the terminals; and installing a new 10-foot x 5-foot concrete box culvert to increase the capacity of the existing collection system to handle extreme rainfall events.</p> <p><b>Conformity Status:</b> Exempt</p>	Admin Mod

## Dundalk Marine Terminal Resiliency and Flood Mitigation

<b>TIP ID</b>	30-2101-82	<b>Year of Operation</b>	2027
<b>Agency</b>	Maryland Port Administration	<b>Project Type</b>	Facility rehabilitation
<b>Project Category</b>	Ports	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	MPA-10	<b>Est. Total Cost</b>	\$71,395,000

### 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.

### Justification:

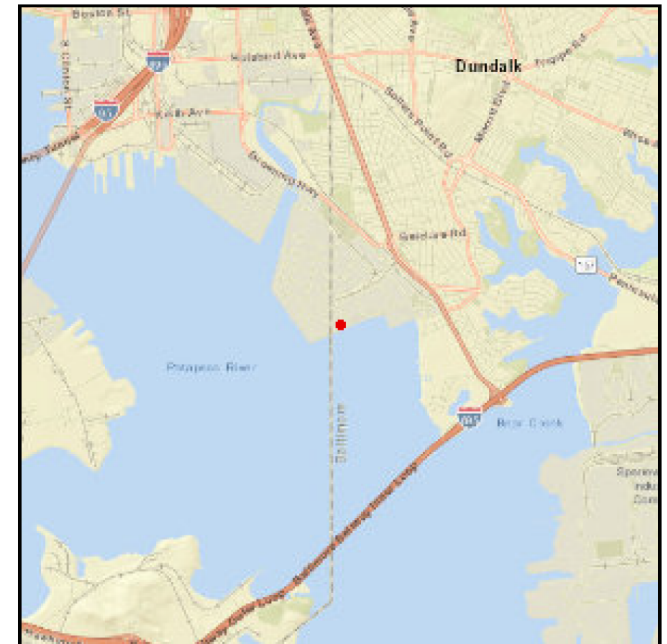
The project is part of a larger, long-term resiliency and flood mitigation program at MPA's terminals and is essential in maintaining the POB's competitiveness in the Automobile and Roll-On/Roll-Off heavy equipment marketplace. By making improvements to Dundalk Marine Terminal, the project will reduce the risk of cargo losses due to storm surge and rainfall flooding at the POB's largest and most versatile general cargo facility. The project will also create a more resilient marine terminal and make the movement of cargo through DMT more efficient.

**Administrative Modification:** This administrative modification adds \$9.602 million in BUILD funding (matching funds only) and adds \$51.795 million in PROTECT formula funding for the state of Maryland (\$41.438 million federal/\$10.359 million matching) across FYs 2025, 2026, and 2027 to reflect increased construction costs. BUILD funding is adjusted from \$61.460 million to \$19.6 million. This increase reflects federal grant funding awards and the State programming of funds. The estimated total cost for this project increases from \$61.460 million to \$71.4 million.

### Connection to Long-Range Transportation Planning Goals:

5.B Implement Env. Responsible Trans. Solutions -- Reduce emissions to support health & conform to AQ standards.

6.G Improve System Security -- Incorporate options for multimodal mobility and strategies for system mgt for moving people during emergencies.



**Dundalk Marine Terminal Resiliency and Flood Mitigation**

(Funding in Thousands)

**Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program** **ORIGINAL**

Phase	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	FY 2028 Federal Funds	FY 2028 Matching Funds	Total Four-Year Funding Request
CON	\$4,835	\$27,532	\$4,040	\$25,053	\$0	\$0	\$0	\$0	\$61,460
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$4,835	\$27,532	\$4,040	\$25,053	\$0	\$0	\$0	\$0	\$61,460
Total	\$4,835	\$27,532	\$4,040	\$25,053	\$0	\$0	\$0	\$0	\$61,460

**Dundalk Marine Terminal Resiliency and Flood Mitigation**

(Funding in Thousands)

**Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program** **-UPDATE**

Phase	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	FY 2028 Federal Funds	FY 2028 Matching Funds	Total Four-Year Funding Request
CON	\$4,834	\$2,368	\$4,040	\$3,250	\$1,125	\$3,983	\$0	\$0	\$19,600
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$4,834</b>	<b>\$2,368</b>	<b>\$4,040</b>	<b>\$3,250</b>	<b>\$1,125</b>	<b>\$3,983</b>	<b>\$0</b>	<b>\$0</b>	<b>\$19,600</b>

**Promoting Resilient Operations for Transformative, Efficient, Cost-saving Transportation** **-UPDATE**

Phase	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	FY 2028 Federal Funds	FY 2028 Matching Funds	Total Four-Year Funding Request
CON	\$21,058	\$5,264	\$17,634	\$4,408	\$2,745	\$686	\$0	\$0	\$51,795
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$21,058</b>	<b>\$5,264</b>	<b>\$17,634</b>	<b>\$4,408</b>	<b>\$2,745</b>	<b>\$686</b>	<b>\$0</b>	<b>\$0</b>	<b>\$51,795</b>
<b>Total</b>	<b>\$25,892</b>	<b>\$7,632</b>	<b>\$21,674</b>	<b>\$7,658</b>	<b>\$3,870</b>	<b>\$4,669</b>	<b>\$0</b>	<b>\$0</b>	<b>\$71,395</b>



August 8, 2024

Mr. Todd Lang  
Transportation Planning Director  
ATTN: Mr. Keith Kucharek  
Baltimore Metropolitan Council  
1500 Whetstone Way, Suite 300  
Baltimore Maryland 21230

Dear Mr. Lang:

The Maryland Department of Transportation (MDOT) requests an administrative modification to modify the Dundalk Marine Terminal Resiliency and Flood Mitigation Project (TIP ID 30-2101-82) that is contained in the approved Baltimore Region's FY 2025-2028 TIP, and on behalf of the Maryland Ports Administration (MPA).

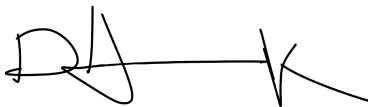
The modification increases the total project funding from \$61.5M to \$71.4M (approximate 16% increase) and modifies funding by Fiscal Year. The project had previously received a \$10M BUILD Grant. There will now be \$9.6M in state matching funds for the BUILD grant.

The project adds \$41.4M in Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) formula funding, and in coordination with Maryland State Highway Administration, with \$10.4M in state matching funds for the PROTECT funding.

The project will install sea curbs to prevent terminal flooding, install back flow preventers in fifteen existing storm drain outfalls, and install a wide concrete culvert to increase the capacity of the existing storm collection system.

If you have questions or need additional information, please contact me at 410-865-1098, or via email at [djanousek@mdot.maryland.gov](mailto:djanousek@mdot.maryland.gov) for assistance.

Sincerely,



Dan Janousek  
Regional Planner  
Office of Planning, Programming & Project Delivery (OPPPD)

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPPPD, MDOT


# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP #30-2101-82

## SUMMARY TABLE

	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Dundalk Marine Terminal Resiliency and Flood Mitigation	D	N/A	N/A	\$ -	\$ -	\$ -
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	Maryland Ports Administration	BRTB	MPA-10	Federal	State/Local	Total
				\$ 21,058	\$ (20,170)	\$ 888
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.					
Justification	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. The project will reduce the risk of cargo losses due to storm surge and rainfall flooding at the Port of Baltimore's largest and most versatile general cargo facility.					

## INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2022	FY 2023	FY 2024	FY 2025	Total
<input type="checkbox"/> A) Adds new individual projects to the current STIP <input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input checked="" type="checkbox"/> D) Other (Adds new funding source (PROTECT))	Current (000s)	<b>Total</b>	\$ -	\$ -	\$ -	\$ 32,367	\$ 32,367
		Federal	\$ -	\$ -	\$ -	\$ 4,835	\$ 4,835
		State/Local	\$ -	\$ -	\$ -	\$ 27,532	\$ 27,532
	Proposed (000s)	<b>Total</b>	\$ -	\$ -	\$ -	\$ 33,254	\$ 33,254
Federal		\$ -	\$ -	\$ -	\$ 25,892	\$ 25,892	
State/Local		\$ -	\$ -	\$ -	\$ 7,362	\$ 7,362	
 MARYLAND DEPARTMENT OF TRANSPORTATION	Change (000s)	<b>Total</b>	\$ -	\$ -	\$ -	\$ 888	\$ 888
		Federal	\$ -	\$ -	\$ -	\$ 21,058	\$ 21,058
		State/Local	\$ -	\$ -	\$ -	\$ (20,170)	\$ (20,170)

## PHASE DETAIL

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	BUILD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,835	\$ 27,532	\$ 4,835	\$ 27,532	\$ 32,367
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,835	\$ 27,532	\$ 4,835	\$ 27,532	\$ 32,367

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	BUILD/PROTECT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,892	\$ 7,362	\$ 25,892	\$ 7,362	\$ 33,254
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,892	\$ 7,362	\$ 25,892	\$ 7,362	\$ 33,254

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,058	\$ (20,170)	\$ 21,058	\$ (20,170)	\$ 888
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,058	\$ (20,170)	\$ 21,058	\$ (20,170)	\$ 888

## TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 25,892	Federal	\$ 25,744	Federal	\$ 51,636
State/Local	\$ -	State/Local	\$ 7,362	State/Local	\$ 12,397	State/Local	\$ 19,759
Total	\$ -	Total	\$ 33,254	Total	\$ 38,141	Total	\$ 71,395