# Dundalk Marine Terminal Resiliency and Flood Mitigation Improvements

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|---|---|---|---|
| **TIP ID** | 30-2101-82 | **Year of Operation** | 2026 |
| **Agency** | Maryland Port Administration | **Project Type** | Facility rehabilitation |
| **Project Category** | Ports | **Functional Class** | NA |
| **Conformity Status** | Exempt | **Physical Data** | NA |
| **CIP or CTP ID(s)** | TBD | **Est. Total Cost** | $36,700,000 |

**Description:**

This project will enable MDOT MPA to provide resiliency and flood mitigation improvements at the Dundalk Marine Terminal (DMT). 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 flooding low level areas on the terminals; and install a new 10' by 5' concrete box culvert to increase the capacity of the existing collection system to handle extreme rainfall events.

MDOT is providing a total of $26.7 million in state matching funds, with improvements continuing through FY 2026. Engineering for the project is complete.


**Justification:**

The project will provide critical flood mitigation improvements at DMT by making improvements to the DMT's infrastructure. The project will reduce the risk of cargo losses due to storm surge and rainfall flooding at the Port's largest and most general cargo facility. The project will also create a more resilient marine terminal and increase the efficiency of cargo movement at the terminal.

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

5.B Conserve and Enhance the Environment -- Reduce surface runoff.
6.G Improve System Security -- Plan for transportation-related effects of climate change.

# Dundalk Marine Terminal Resiliency and Flood Mitigation Improvements

**(Funding in Thousands)**

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

| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Total Four-Year Funding Request |
|---|---|---|---|---|---|---|---|---|---|
| CON | $0 | $0 | $3,480 | $9,310 | $3,390 | $9,050 | $2,220 | $5,920 | $33,370 |
| 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** | **$0** | **$0** | **$3,480** | **$9,310** | **$3,390** | **$9,050** | **$2,220** | **$5,920** | **$33,370** |
| **Total** | **$0** | **$0** | **$3,480** | **$9,310** | **$3,390** | **$9,050** | **$2,220** | **$5,920** | **$33,370** |

# Seagirt Marine Terminal Modernization: Berth Improvements

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|---|---|---|---|
| **TIP ID** | 32-2001-83 | **Year of Operation** | 2022 |
| **Agency** | Maryland Port Administration | **Project Type** | Facility expansion |
| **Project Category** | Ports | **Functional Class** | NA |
| **Conformity Status** | Exempt | **Physical Data** | NA |
| **CIP or CTP ID(s)** | MPA-4 | **Est. Total Cost** | $32,900,000 |

**Description:**

MDOT MPA received a BUILD discretionary grant from the US DOT to modernize Berth 3 at the Seagirt Marine Terminal. As the size of container vessels continues to increase, Baltimore is becoming berth constrained and will soon be excluded from continued international trade growth unless it provides an additional deep-draft berth. This public-private partnership will widen the turning basin and deepen the access channel to Seagirt Berth 3 to 50-foot deep. Ports America Chesapeake is a private partner and tenant with MDOT MPA and will fund berth-side improvements to Seagirt Berth 3. These improvements include construction of a toe-wall, crane tie-downs, new fenders, pavement repairs and concrete RTG runways. The project began in FY 2020 and is funded with a $6.6 million federal BUILD grant along with $26.3 million in state and private matching funds ($7.9 million state/$18.4 million Ports America).


**Justification:**

Adding a second berth capable of serving 50-foot draft Ultra Large Container Vessels and the necessary supporting berth-side improvements will: relieve the terminal's berth capacity bottleneck; support the region's cargo growth demand; provide growth opportunities for capturing additional containerized cargo, including the ability to accommodate one additional weekly service immediately and a second additional weekly service within 5 years; increase operational and commercial flexibility; enable vessels to more efficiently move in and out of the terminal; allow MPA to maximize the use of its infrastructure assets; more cost-effectively serve the growing export and import markets in the port of Baltimore's hinterland; reduce MPA's maintenance costs; and reduce the all-in cost to container shipping lines calling at the Port of Baltimore.

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

7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.
7.F Promote Prosperity and Economic Opportunity -- Provide context-sensitive infrastructure and facilities.

# Seagirt Marine Terminal Modernization: Berth Improvements

**(Funding in Thousands)**

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

| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Total Four-Year Funding Request |
|---|---|---|---|---|---|---|---|---|---|
| CON | $688 | $2,751 | $0 | $0 | $0 | $0 | $0 | $0 | $3,439 |
| 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** | **$688** | **$2,751** | **$0** | **$0** | **$0** | **$0** | **$0** | **$0** | **$3,439** |
| **Total** | **$688** | **$2,751** | **$0** | **$0** | **$0** | **$0** | **$0** | **$0** | **$3,439** |

# Howard Street Tunnel

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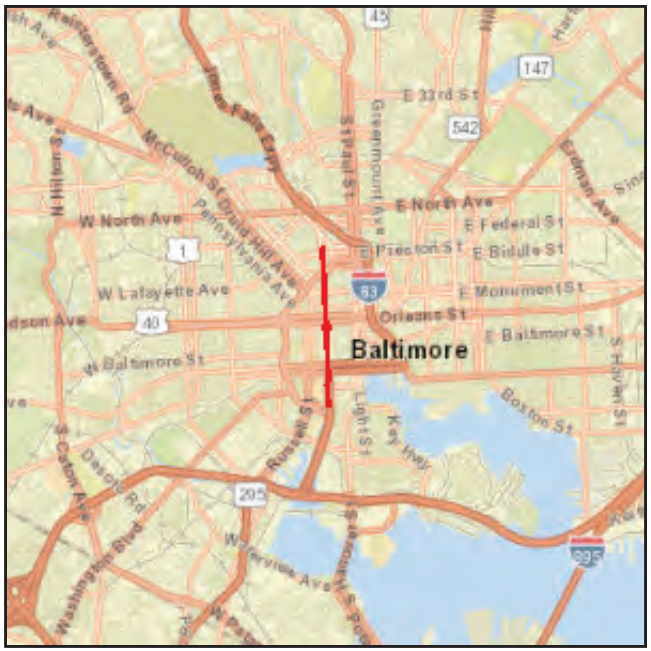
|---|---|---|---|
| **TIP ID** | 32-2101-83 | **Year of Operation** | 2025 |
| **Agency** | Maryland Port Administration | **Project Type** | Facility expansion |
| **Project Category** | Ports | **Functional Class** | NA |
| **Conformity Status** | Exempt | **Physical Data** | 1.7 miles |
| **CIP or CTP ID(s)** | MPA-9 | **Est. Total Cost** | $466,000,000 |

**Description:**

The project will create double-stack rail access to and from the Port of Baltimore. It consists of reconstructing the 125-year-old Howard Street Tunnel in Baltimore. This work is being done in conjunction with improving the vertical clearance of 22 bridges between Baltimore and Philadelphia to create a double-stack rail corridor to and from the Port of Baltimore and along the entire East Coast. Double-stack service is expected to begin in early 2025.

The project is funded with a federal INFRA grant along with matching funds from the state of Maryland ($202.5 million) and CSX ($113 million).




**Justification:**

The project is needed to provide a more efficient way to move containerized cargo to and from the Port of Baltimore, addressing a long-standing bottleneck in the national rail network. The improved tunnel will allow the Port of Baltimore to attract more containers, resulting in additional jobs and economic growth for the region. It will result in significant public benefits such as reduced highway congestion, increased roadway safety, decreased fuel consumption and improved air quality.

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

2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.
7.F Promote Prosperity and Economic Opportunity -- Provide context-sensitive infrastructure and facilities.

# Howard Street Tunnel

**(Funding in Thousands)**

## Infrastructure for Rebuilding America (INFRA) Discretionary Grant Program

| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Total Four-Year Funding Request |
|---|---|---|---|---|---|---|---|---|---|
| CON | $33,500 | $81,500 | $33,000 | $92,000 | $31,500 | $73,500 | $30,000 | $43,500 | $418,500 |
| 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** | **$33,500** | **$81,500** | **$33,000** | **$92,000** | **$31,500** | **$73,500** | **$30,000** | **$43,500** | **$418,500** |
| **Total** | **$33,500** | **$81,500** | **$33,000** | **$92,000** | **$31,500** | **$73,500** | **$30,000** | **$43,500** | **$418,500** |