

Dundalk Marine Terminal Resiliency and Flood Mitigation Improvements

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)	MPA-10	Est. Total Cost	\$42,200,000

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.

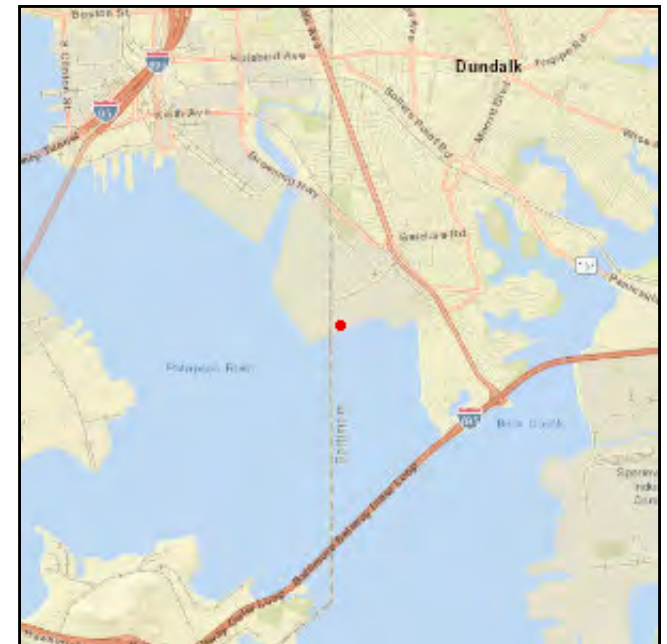
MDOT is providing a total of \$26.7 million in state matching funds, with improvements continuing through FY 2026. Engineering for the project is complete.

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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$3,480	\$10,810	\$3,390	\$9,050	\$2,220	\$5,920	\$910	\$2,420	\$38,200
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	\$3,480	\$10,810	\$3,390	\$9,050	\$2,220	\$5,920	\$910	\$2,420	\$38,200
Total	\$3,480	\$10,810	\$3,390	\$9,050	\$2,220	\$5,920	\$910	\$2,420	\$38,200

Port of Baltimore Rail Capacity Modernization Project

TIP ID	30-2301-83	Year of Operation	2026
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-TBA	Est. Total Cost	\$22,400,000

Description:

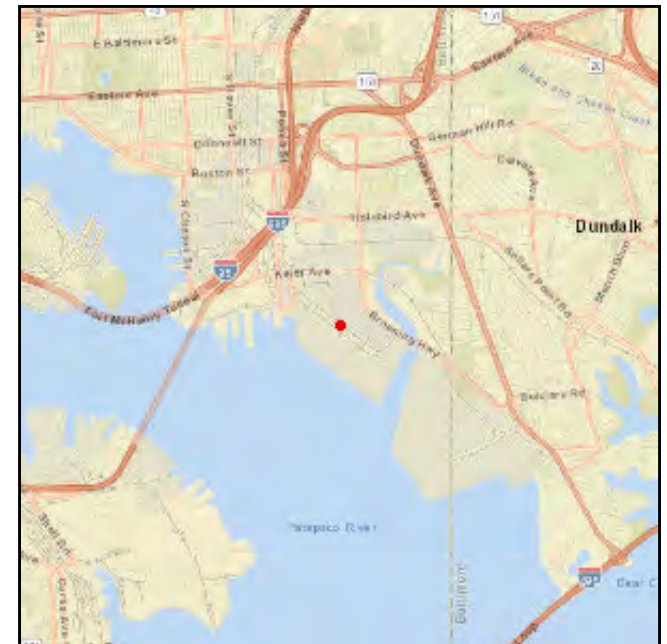
This project will modernize the intermodal yard infrastructure and support increased demand for double stacked trains of containerized cargo at the Intermodal Container Transfer Facility (ICTF) adjacent to Seagirt Marine Terminal. The project will construct four new working tracks totaling 17,670 track feet and two crane beam rails totaling 7,160 feet that will be used to a Rail Mounted Gantry crane.

Justification:

The project will upgrade the ICTF infrastructure to achieve a higher level of safety; invest in infrastructure to that will reduce emissions and promote energy efficiency; and add capacity to compliment the Howard Street Tunnel project.

Connection to Long-Range Transportation Planning Goals:

7.F Promote Prosperity and Economic Opportunity -- Provide context-sensitive infrastructure and facilities.





Port of Baltimore Rail Capacity Modernization Project

(Funding in Thousands)

Consolidated Rail Infrastructure and Safety Improvement Discretionary Grant

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$11,850	\$5,050	\$3,830	\$1,640	\$0	\$0	\$22,370
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	\$11,850	\$5,050	\$3,830	\$1,640	\$0	\$0	\$22,370
Total	\$0	\$0	\$11,850	\$5,050	\$3,830	\$1,640	\$0	\$0	\$22,370

Howard Street Tunnel

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-13	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.

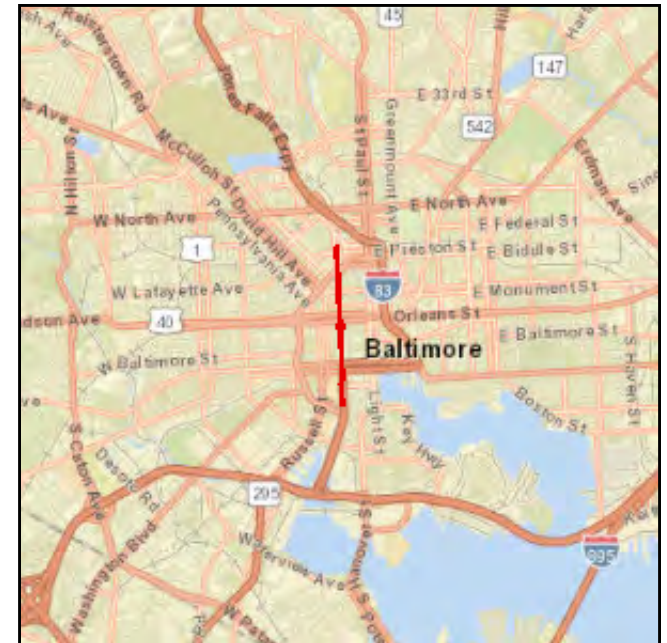
The project is funded with a federal INFRA grant along with matching funds from the state of Maryland (\$202.5 million) and CSX (\$113 million).

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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$40,000	\$120,392	\$40,000	\$64,492	\$35,000	\$88,991	\$0	\$0	\$388,875
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	\$40,000	\$120,392	\$40,000	\$64,492	\$35,000	\$88,991	\$0	\$0	\$388,875
Total	\$40,000	\$120,392	\$40,000	\$64,492	\$35,000	\$88,991	\$0	\$0	\$388,875