

### Dundalk Marine Terminal Resiliency and Flood Mitigation Improvements

<b>TIP ID</b>	30-2101-82	<b>Year of Operation</b>	2026
<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>	\$42,200,000

**Description:**

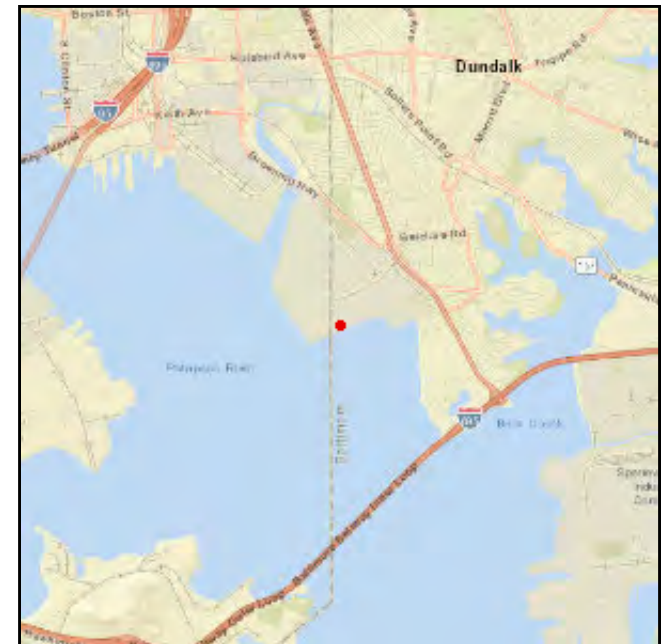
The project will provide critical flood protection improvements at Dundalk Marine Terminal. The project will install tide gates to prevent storm surges from flowing back through the drains onto the terminal; installing a perimeter barrier to prevent storm surges from overtopping the berths; and constructing 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.

**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 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$3,612	\$11,125	\$1,696	\$6,945	\$752	\$3,520	\$0	\$0	\$27,650
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>\$3,612</b>	<b>\$11,125</b>	<b>\$1,696</b>	<b>\$6,945</b>	<b>\$752</b>	<b>\$3,520</b>	<b>\$0</b>	<b>\$0</b>	<b>\$27,650</b>
<b>Total</b>	<b>\$3,612</b>	<b>\$11,125</b>	<b>\$1,696</b>	<b>\$6,945</b>	<b>\$752</b>	<b>\$3,520</b>	<b>\$0</b>	<b>\$0</b>	<b>\$27,650</b>

### Port of Baltimore Rail Capacity Modernization Project

<b>TIP ID</b>	30-2301-83	<b>Year of Operation</b>	2026
<b>Agency</b>	Maryland Port Administration	<b>Project Type</b>	Facility expansion
<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-TBA	<b>Est. Total Cost</b>	\$22,400,000

**Description:**

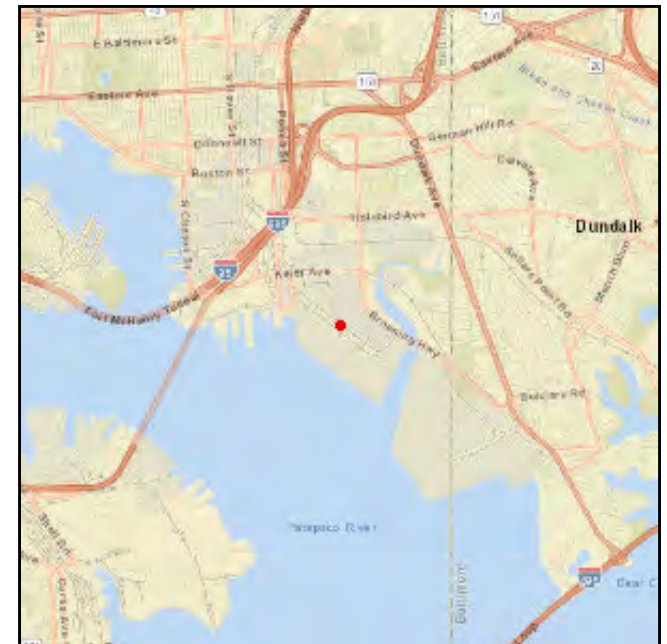
The Intermodal Container Transfer Facility (ICTF) sits adjacent to Seagirt Marine Terminal. The project will remove some existing track and install two crane beam rails to support an electric rail mounted gantry crane and install four new working tracks. The project is being supported by a Consolidated Rail Infrastructure and Safety Improvement (CRISI) grant from the Federal Railroad Administration along with private funding from Ports America Chesapeake.

**Justification:**

The project is needed to modernize the ICTF's rail yard infrastructure to support increased demand for double stacked trains of containerized cargo once the Howard Street Tunnel Project is complete.

**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 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$11,850	\$5,050	\$3,830	\$1,640	\$0	\$0	\$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
<b>Subtotal</b>	<b>\$11,850</b>	<b>\$5,050</b>	<b>\$3,830</b>	<b>\$1,640</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$22,370</b>
<b>Total</b>	<b>\$11,850</b>	<b>\$5,050</b>	<b>\$3,830</b>	<b>\$1,640</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$22,370</b>

## Masonville Cove Connector: Shared Use Path Design and Construction

<b>TIP ID</b>	32-2301-03	<b>Year of Operation</b>	2025
<b>Agency</b>	Maryland Port Administration	<b>Project Type</b>	Bicycle/pedestrian facility
<b>Project Category</b>	Emission Reduction Strategy	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2-mile trail
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$1,681,900

**Description:**

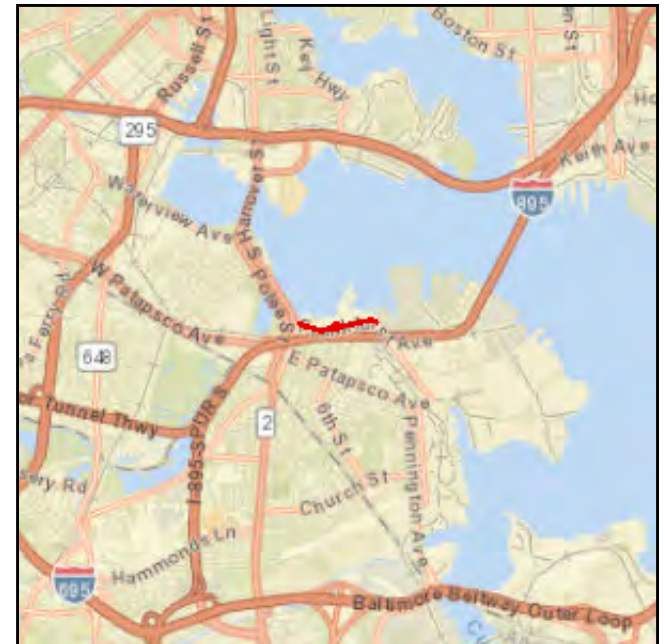
This project includes design and construction of a shared use path along Frankfur Avenue in Baltimore City. The trail is expected to span between Masonville Cove, which is the Nation’s first Urban Wildlife Refuge Partnership, and Hanover Street. At Hanover Street, the trail will link to the existing Gwynns Falls Trail and proposed Bay Brook Connector for over 20 miles of trail access. This project was identified as a part of the alternative multimodal transportation feasibility study which concluded in 2018 and was included in the 2017-2020 TIP utilizing FHWA Federal Lands Access Program Funds. As a part of the design process, stakeholder coordination, environmental coordination including National Environmental Policy Act, surveys, utility coordination, roadway design, traffic maintenance, and landscape design will be conducted. Right of way coordination will also be conducted along the planned trail.

**Justification:**

Masonville Cove, which was designated as the Nation’s first Urban Wildlife Refuge Partnership, reconnects communities to the water by providing public access to the shoreline, piers, and trails. However, the local community faces hurdles in safely accessing the site, which were explored through a 2019 outreach and education campaign. The addition of this trail will provide safe, convenient, and equitable access to Masonville Cove and the surrounding area. The establishment of this trail will connect to over 20 miles of existing and planned trails to provide access to local amenities including a regional hospital, neighborhoods, and light rail stations.

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

- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.
- 3.E Improve Accessibility -- Provide or improve pedestrian and bicycle facilities that link to activity centers and public transit.





### Masonville Cove Connector: Shared Use Path Design and Construction

(Funding in Thousands)

#### Federal Lands Access Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$542	\$0	\$0	\$0	\$0	\$0	\$542
OTH	\$22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22
ENG	\$252	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$252
PL	\$6	\$0	\$6	\$0	\$0	\$0	\$0	\$0	\$12
ROW	\$112	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$112
<b>Subtotal</b>	<b>\$392</b>	<b>\$0</b>	<b>\$548</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$940</b>

#### Federal Lands Transportation Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$135	\$0	\$0	\$0	\$0	\$135
OTH	\$0	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$5
ENG	\$0	\$63	\$0	\$0	\$0	\$0	\$0	\$0	\$63
PL	\$0	\$1	\$0	\$1	\$0	\$0	\$0	\$0	\$2
ROW	\$0	\$28	\$0	\$0	\$0	\$0	\$0	\$0	\$28
<b>Subtotal</b>	<b>\$0</b>	<b>\$97</b>	<b>\$0</b>	<b>\$136</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$233</b>
<b>Total</b>	<b>\$392</b>	<b>\$97</b>	<b>\$548</b>	<b>\$136</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,173</b>

### Howard Street Tunnel

<b>TIP ID</b>	32-2101-83	<b>Year of Operation</b>	2025
<b>Agency</b>	Maryland Port Administration	<b>Project Type</b>	Facility expansion
<b>Project Category</b>	Ports	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	1.7 miles
<b>CIP or CTP ID(s)</b>	MPA-13	<b>Est. Total Cost</b>	\$466,000,000

**Description:**

The project consists of reconstructing the 126-year-old Howard Street Tunnel in Baltimore and improving the vertical clearance at 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.

**Justification:**

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.

**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 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$56,879	\$0	\$50,747	\$8,744	\$77,158	\$0	\$0	\$0	\$193,528
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>\$56,879</b>	<b>\$0</b>	<b>\$50,747</b>	<b>\$8,744</b>	<b>\$77,158</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$193,528</b>
<b>Total</b>	<b>\$56,879</b>	<b>\$0</b>	<b>\$50,747</b>	<b>\$8,744</b>	<b>\$77,158</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$193,528</b>