



MARYLAND PORT ADMINISTRATION

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

	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	49.5	39.0	34.2	117.0	50.5	49.0	339.1
System Preservation Minor Projects	19.8	33.6	34.5	26.8	25.0	25.1	164.8
<u>Development & Evaluation Program</u>	<u>8.6</u>	<u>8.7</u>	<u>11.5</u>	<u>9.3</u>	<u>10.5</u>	<u>10.5</u>	<u>59.1</u>
SUBTOTAL	78.0	81.3	80.2	153.1	86.0	84.5	563.0
<u>Capital Salaries, Wages & Other Costs</u>	<u>4.7</u>	<u>4.8</u>	<u>5.2</u>	<u>5.3</u>	<u>5.4</u>	<u>5.4</u>	<u>30.8</u>
TOTAL	82.7	86.1	85.4	158.3	91.4	89.9	593.8
Special Funds	81.6	81.0	85.4	158.3	91.4	89.9	587.6
Federal Funds	1.1	5.1	-	-	-	-	6.2
Other Funds	-	-	-	-	-	-	-



PROJECT: Hart-Miller Island Related Projects

DESCRIPTION: Hart-Miller Island is a 1,140 acre, two-cell containment island, off-shore from Baltimore County. The island has operated as a dredge disposal site since 1984. The southern part of the island has been prepared for a wildlife habitat. The dikes on the north cell were raised by 16 feet in FY 1997 to increase capacity by 30 million cubic yards, giving the site additional operational life. This project provides for operation of the site at Hart-Miller Island, and monitoring the quality of water released from the site. Hart Miller Island will be closed to accepting dredge material on December 31, 2009, and be converted to a wild life habitat in the future.

JUSTIFICATION: The disposal capacity of the island is needed to allow maintenance dredging of the Port's harbor and shipping channels. Hart-Miller Island represents one of the most cost efficient dredge disposal options available. Use of the site for the maintenance of the Port's channel ensure the safe and efficient operation of approximately 2,000 ships calling on the Port each year.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA Project Outside PFA; Subject to Exception
- Grandfathered Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Dredge Material Placement Monitoring -- Line 2
 Dredge Material Program -- Line 8

STATUS: The facility will cease in flow operations December 31, 2009. Maintenance and monitoring will continue until the final configuration of the cell is determined.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: The program increased by \$7.1 million to reflect the cost to convert the facility into a wildlife habitat.

<u>POTENTIAL FUNDING SOURCE:</u>		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009			2010	20112012....2013....			....2014....	....2015....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	7,431	4,876	367	510	458	400	410	410	2,555	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	81,976	54,679	3,523	2,791	3,127	3,078	7,388	7,390	27,297	0
Total	89,407	59,555	3,890	3,301	3,585	3,478	7,798	7,800	29,852	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5002, 5003, 5013



STATUS: Alternative dredge material placement sites are being evaluated. The Corp of Engineers is allowing the horizontal and lateral expansion of Poplar Island. The dike at Cox Creek was raised to 36'. Masonville construction is underway.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Total program increased by \$33.9 million due to the addition of FY 15.

PROJECT: Dredge Material Placement and Monitoring

DESCRIPTION: This project involves the placement and monitoring of dredge material used for enhancement and maintenance dredging of Baltimore Port channels and beneficial use projects. Costs associated with this program are for construction of containment sites, monitoring during placement, and dredge site placement operations.

JUSTIFICATION: The Governor's Strategic Plan for Dredge Material Management identified either specific sites and projects, or types of sites or projects for future dredge material placement. This program will fund the construction and monitoring during the development of selected sites. With approximately 2,000 ships a year calling on the Port of Baltimore's shipping lanes, there is a need to maintain the channels for the Port to remain competitive and increase economic development.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Hart-Miller Island Related Projects -- Line 1
Dredge Material Program -- Line 8

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2012....	....2013....	....2014....	....2015....		
Planning	16,440	1,876	4,098	5,046	1,850	1,850	860	860	14,564	0
Engineering	2,851	2,851	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	518,473	257,660	37,396	12,716	15,969	112,548	41,844	40,340	260,813	0
Total	537,764	262,387	41,494	17,762	17,819	114,398	42,704	41,200	275,377	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5101, 5103, 5105, 5206, 5208, 5211, 5215, 5218, 5221, 5230, 5231, 5232, 5233, 5235, 5237, 5238, 5241, 5242, 5300, 5305, 5418



STATUS: Construction for Phase I was completed in December 2006. Additional funding is needed for Phase II (Berth 4, \$15.5 million estimated cost).

PROJECT: Rehabilitation of Berths 1- 6 at Dundalk Marine Terminal, Phase I

DESCRIPTION: The western bulkhead at Dundalk Marine Terminal was part of the original Harbor Municipal Airport dating back to the 1930's; the marginal wharf was constructed in the early 1960s. This project will (in a phased approach) replace and deepen the berths to meet future cargo and vessels needs. Heavy cargo vessels have grounded on the bottom at low tides. The berths will be designed to allow dredging to an eventual depth of 50 feet. The first phase funded reconstruction of Berths 5 and 6. (Berth 4 is the next phase, which is not yet funded.)

JUSTIFICATION: Berths 1-6 are essential to the Port because they handle a variety of cargoes, i.e. automobiles, forest products, roll-on/roll-off and other break-bulk (van packs). Age and harsh marine environment require these berths be rehabilitated before they become unstable. The other berths at Dundalk Marine Terminal (7-13) are not viable alternatives since they are used for other cargo (containers and RoRo) and are too distant from the warehouses and automobile lots. The MPA Facilities Plan ranks DMT Berth 4 as the highest priority project which is unfunded.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE	
	ESTIMATED COST (\$000)	EXPEND THRU 2009			YEAR 2010	YEAR 2011	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	YEAR TO COMPLETE	TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	405	405	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	23,876	23,876	0	0	0	0	0	0	0	0	0
Total	24,281	24,281	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

USAGE: Increase in larger, deeper vessel calls.



STATUS: Dundalk and Seagirt Terminal Gates are completed; Remote Video Surveillance and Enhanced Terminal Security are nearing completion. The MPA received \$1.9 million in the 7th round of Port Security Grants for the Dundalk Marine Terminal and Locus Point Visitor Control project.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: This project increased by \$4.4 million due to the receipt of new Federal Port Security and ARRA Grants.

PROJECT: Terminal Security Program (ARRA)

DESCRIPTION: The Terminal Security Program uses state-of-the-art technologies to secure MPA cargo terminals against unauthorized intrusions. Current projects include: Terminal Video Surveillance System to observe MPA terminals, Seagirt Marine Terminal Security Infrastructure, Access Control (gate improvements) and Visitor Control at Dundalk marine terminal. Terminal Perimeter Security will integrate a detection intrusion system.

JUSTIFICATION: Federal Regulations enacted under the Maritime Transportation Security Act of 2002 require the MPA to develop a security plan for MPA terminals that handles foreign cargo or passengers. These projects are being developed to comply with this act. The Security Program will allow the MPA to enhance its capability to prevent unauthorized intrusions onto its terminals and facilities. A large portion of the Federally approved project's cost is funded by Federal Port Security Grants.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2012....	....2013....	....2014....	....2015....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	35,609	25,878	1,909	7,669	153	0	0	0	9,731	0
Total	35,609	25,878	1,909	7,669	153	0	0	0	9,731	0
Federal-Aid	17,294	11,076	1,117	5,101	0	0	0	0	6,218	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2010	Federal	1,270
CO	2011	Federal	4,948

1062, 1093, 1618, 1619, 1765, 1767, 1768, 1780, 1781, 1782, 1783, 1789, 1798, 1799



PROJECT: South Locust Point Cruise Terminal

DESCRIPTION: Projects include conversion of the existing cargo shed; demolition of ancillary structures, paving, striping, fencing and lighting to create surface parking located at the South Locust Point terminal; security enhancements; roof repair; new gangway; redundant electrical feeder; and the acquisition and development of adjacent land for additional parking. Four cruise lines operate international excursions out of MPA facilities; a total of 81 voyages will sail in 2009.

JUSTIFICATION: Development of this facility will eliminate the conflict between passenger and cargo activity at the Seagirt and Dundalk Marine Terminals. This facility is closer to tourist attractions located at the Inner Harbor and has excellent visibility and access to I-95.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA Project Outside PFA; Subject to Exception
- Grandfathered Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

STATUS: The terminal started operations in FY 2006. The remaining funds will be used to develop adjacent land for passenger parking and procure a new gangway.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Project cost has increased by \$4.2 million due to the addition of new projects, including a gangway made necessary by the increase in voyages and a variety of ships departing from Baltimore.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input checked="" type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	2,627	2,627	0	0	0	0	0	0	0	0
Construction	18,201	12,301	425	3,775	1,700	0	0	0	5,900	0
Total	20,828	14,928	425	3,775	1,700	0	0	0	5,900	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Canton Warehouse Facility

DESCRIPTION: The MPA purchased the former Canton Warehouse site (17.8 acres) located on Keith Ave in Baltimore for future cargo storage.

JUSTIFICATION: Additional cargo capacity will be necessary at the Port to handle international cargo when the current global economic downturn improves. Expanding existing terminals is more efficient and cost effective than constructing new terminals.

STATUS: The Canton Warehouse site was purchased in FY 2009.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Project development is deferred due to changes in the current economic condition.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	3,000	3,000	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	3,000	3,000	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

2000, 2010



STATUS: Feasibility studies are underway.

PROJECT: Dredge Material Management Program

DESCRIPTION: This project conducts detailed studies with the US Army Corp of Engineers to identify and assess potential dredged material placement sites consistent with Maryland's Dredge Material Management program emphasizing beneficial uses of dredged material for projects such as island and shoreline reclamation.

JUSTIFICATION: Available placement capacity for sediment dredged from navigational channels serving the Port of Baltimore is completely committed. The MPA must identify placement sites and uses for future dredge material. Studies and investigations are necessary to meet the requirements of the Dredge Material Management Act of 2001.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Hart Milller Island Related Projects - Line 1
Dredge Material Placement and Monitoring - Line 2

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: The program was increased by \$11.7 million due to the addition of FY 15 and the reallocation of funds from other projects to continue the analysis of future dredge placement needs.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2012....	....2013....	....2014....	....2015....		
Planning	85,260	44,564	4,463	3,943	6,912	7,378	9,000	9,000	40,696	0	
Engineering	28,983	12,606	4,141	4,736	4,630	950	960	960	16,377	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	2,997	2,997	0	0	0	0	0	0	0	0	
Total	117,240	60,167	8,604	8,679	11,542	8,328	9,960	9,960	57,073	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

5216, 5217, 5220, 5224, 5226, 5228, 5400, 5401, 5402, 5404, 5406, 5410, 5411, 5412, 5413, 5414, 5415, 5416, 5417, 5419



PROJECT: Chrome Ore Processing Residue Remediation (COPR)

DESCRIPTION: In the Mid 1970's, a portion of DMT was developed and expanded using chromium ore processing residue (COPR) as fill material. MPA entered into a Settlement Agreement with Honeywell International, Inc and Consent Decree with Maryland Department of the Environment (MDE) and Honeywell to provide a long-term final remedy to resolve all environmental matters related to the presence of COPR at Dundalk Marine Terminal.

JUSTIFICATION: Originally COPR was believed to be good fill material; unfortunately, it is now known that a large portion of the COPR at DMT 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 presence and scope of chromium in all environmental media, including the soil, water, and air at the site, and to evaluate whether or not chromium is migrating off-site. A Corrective Measures Alternatives Analysis (CMAA) will be prepared that will evaluate a complete range of potential final remedies for the DMT.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

STATUS: The Corrective Measures Alternative Analysis is expected to be completed by Fall 2010.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: This project was moved to construction program from system preservation

<u>POTENTIAL FUNDING SOURCE:</u>										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009			FOR PLANNING PURPOSES ONLY2012.....2013.....2014.....			.....2015.....
Planning	240	121	119	0	0	0	0	0	119	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	28,375	15,811	1,694	3,490	6,335	85	480	480	12,564	0
Total	28,615	15,932	1,813	3,490	6,335	85	480	480	12,683	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1011, 1068, 1084, 1102, 1104, 1106, 1108, 1120, 9000

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 10

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2010 and Prior</u>			
<u>All Terminals</u>			
1	Concrete Deck Repair II (1788)	750	Complete
2	Paving Repair V (1733)	4,310	Complete
3	Environmental Best Practices (1738)	1,714	Underway
4	Environmental Remediation (1400)	961	Underway
5	Berth Substructure IV (1787)	4,000	Underway
6	Paving Repairs IV (1734)	3,636	Underway
7	RTG Diesel Retrofit (1825)	28	Underway
8	Storm Water Pollution Prevention (1410)	200	Underway
9	NLP/SLP Crane Demo (1823)	400	Spring, 2010
<u>Dundalk Marine Terminal</u>			
10	Shed Sprinkler System Rehabilitation - Phase I - Shed 4 (3125)	2,674	Complete
11	MIT Gate Demolition (1078)	240	Complete
12	Repair of Traffic Signal Pole @ 1st St and North (1122)	25	Complete
13	Maintenance Building Electrical Testing - DMT (1115)	14	Complete
14	Sanitary Force Main Repair - DMT (1126)	65	Complete
15	9th Street Substation Relocation (1109)	3,000	Underway
16	Demolition of APM Gate - DMT (1111)	293	Underway
17	Demolition of Shed 5 and Surcharge (1067)	3,100	Underway
18	Fuel Island Renovation (1125)	1,689	Underway
19	Crane Rail Rehabilitation Berths 12 (1110)	500	Underway
20	High Mast Lighting - APM area DMT (1112)	900	Underway
21	Rail Improvement - Lot 1800 DMT (1114)	935	Underway
22	Repair of Berth 4 - DMT (1040)	117	Underway
23	Shed Sprinkler System Rehabilitation - Phase I - Shed 6 (3126)	2,550	Underway
24	Berth 9 & 10, RoRo Heavy Lift Pad (1133)	2,500	Spring, 2010

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 10 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2010 and Prior (cont'd)</u>			
<u>Environmental</u>			
25	Hawkins Point O&M (1707)	542	Underway
<u>Facilities and Equipment</u>			
26	Fleet Replacement Dump Trucks (3035)	520	Complete
27	Crane Elevator Rehabilitation (3036)	300	Complete
28	Rebuild Diesel Generator Crane #6 DMT (3039)	128	Complete
29	Sprinkler Repairs (3038)	555	Complete
30	Trolley Wheel Bearing Crane #35 (3043)	35	Complete
31	Cable Reel Drive - SMT Cranes (3046)	40	Underway
32	Equipment and Infrastructure Preservation (3029)	1,397	Underway
33	High Voltage Cables - Elevators (3037)	300	Underway
34	Loader and Bucket Truck (3041)	270	Underway
35	Railroad Crane Inspection and Construction (3106)	416	Underway
<u>Masonville Auto Terminal</u>			
36	Kurt Iron Environmental Phase I - Clean-up (1210)	26	Ongoing
<u>North Locust Point</u>			
37	Grain Pier Demolition - NLP (1812)	275	Complete
38	NLP Water Main Repair (1819)	26	Underway
<u>Open-Ended Consulting</u>			
39	Misc Engineering Services - Small Procurement I (1231)	173	Complete
40	Claims and Schedule Review (1230)	243	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 10 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2010 and Prior (cont'd)</u>			
<u>Open-Ended Consulting (cont'd)</u>			
41	Misc. Engineering Services - Small Procurement II (1232)	122	Complete
42	Portwide Engineering & Design B - WBCM (1234)	2,416	Complete
43	Portwide Engineering & Design C - STV (1235)	1,099	Complete
44	Portwide Engineering & Design E - RK&K (1237)	993	Complete
45	Diving Services (1790)	200	Complete
46	Claims and Schedule Review - 2007 (1245)	250	Complete
47	Miscellaneous Survey III (1239)	150	Complete
48	Portwide Engineering and Design (1252)	2,581	Complete
49	Portwide Engineering & Design FY 08 WBC&M (1251)	3,100	Complete
50	Comprehensive Facility Inspection Diving (1725)	200	Complete
51	Portwide Design Engineering FY 10 (1255)	9,000	Complete
52	Portwide Engineering & Design D - JMT (1236)	813	Underway
53	Construction Management Inspection 2007 (1240)	1,707	Underway
54	Portwide Engineering & Design FY 08 JMT (1253)	2,256	Underway
55	Portwide Engineering & Design FY 08 WR (1254)	1,694	Underway
56	Construction Management Inspection FY 2009 (1249)	2,000	Underway
57	DMT Heavy Lift Beam Capacity Evaluation (3127)	3	Underway
58	Engineering Survey Consultants (1241)	200	Underway
<u>Port - Wide</u>			
59	Open Ended Studies - Planning II (3116)	1,200	Underway
60	CTIPP Equipment (3124)	288	Underway
<u>Seagirt Marine Terminal</u>			
61	RTG Runway Resurfacing (1709)	3,994	Complete
62	Seagirt Marine Terminal HVAC Replacement (1332)	952	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 10 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2010 and Prior (cont'd)</u>			
<u>Seagirt Marine Terminal (cont'd)</u>			
63	Replace Trolley Rails & Wheels on Crane No. 35 (3045)	453	Complete
64	SMT Maintenance Building Mezzanine (1377)	43	Complete
65	Berth Substructure Repair Phase II (1335)	1,550	Underway
<u>South Locust Point</u>			
66	Repair Shed 11B Column Damage (1630)	18	Complete
67	Shed 11 Support Column Repair (1631)	26	Complete
68	SLP Shed 11A Damage Pipe Column (1632)	10	Complete
69	Whirly Crane Revitalization - SLP (1119)	135	Underway
70	Cruise Terminal Electrical (1621)	500	Underway
<u>World Trade Center</u>			
71	WTC Hurricane Barrier (1516)	419	Complete
72	WTC Renovations - DBED (3108)	3,465	Complete
73	Point Breeze Relocation to WTC (3410)	475	Underway
74	Sondheim Plaza Lighting (1528)	450	Underway
75	Tenant Renovation - Meridian WTC (3107)	570	Underway
<u>FY 2011</u>			
<u>All Terminals</u>			
76	Bollard Repairs - All Terminals (1828)	25	Summer, 2010
77	Concrete Deck Repair III (1821)	1,000	Summer, 2010
78	Paving Repair Balance (1706)	534	Summer, 2010
79	Pricing Contingency Change (1742)	512	Summer, 2010

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 10 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2011 (cont'd)</u>			
<u>Dundalk Marine Terminal</u>			
80	DMT High Voltage Feeder (1123)	3,000	Summer, 2010
81	High Mast Lighting Control Improvement (1131)	500	Fall, 2010
82	Replace Cabs for Cranes #10, #11 and #12 (1134)	100	Fall, 2010
83	Berth 6/7 Rail Rehabilitation (1135)	1,000	Spring, 2011
84	Fendering Redesign and Replacement (1129)	1,000	Spring, 2011
85	Force Main and Sewerage Ejector Pump Replacement (1130)	200	Spring, 2011
<u>Environmental</u>			
86	Hawkins Point O&M (1707)	510	Summer, 2010
<u>Facilities and Equipment</u>			
87	Crane System Preservation (Balance) (3019)	675	Summer, 2010
88	Railroad Crane Inspection and Construction (3106)	300	Summer, 2010
<u>Masonville Auto Terminal</u>			
89	Pier Restroom Replacement (1746)	150	Spring, 2011
<u>North Locust Point</u>			
90	North Locust Point Water Mains (1816)	2,000	Spring, 2011
<u>Open-Ended Consulting</u>			
91	PE Inspection Diver IV (1826)	500	Fall, 2010
92	Schedule Claims Review 2008 (1246)	200	Fall, 2010

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 10 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2011 (cont'd)</u>		
	<u>Open-Ended Consulting (cont'd)</u>		
93	Inspection Surveys (1827)	400	Spring, 2011
	<u>Port - Wide</u>		
94	CTIPP Equipment (3124)	341	Summer, 2010
95	Planning Open Ended Studies - Balance (3122)	300	Summer, 2010
	<u>South Locust Point</u>		
96	Renewable Energy Project SLP (1633)	200	Summer, 2010
97	SLP Berth Substructure DEF (1634)	2,000	Summer, 2010
98	SLP Shed 11 Sprinkler Rehabilitation (1613)	2,500	Summer, 2010
99	Lighting Control (3050)	400	Fall, 2010
	<u>World Trade Center</u>		
100	Reseal Exterior Granite Slab at WTC Plaza Level (1529)	300	Summer, 2010
101	Tenant Renovation - Meridian WTC (3107)	783	Summer, 2010
102	New Roof Deck & Guardrail Waterproofing (1523)	460	Fall, 2010