

**MARYLAND PORT ADMINISTRATION**

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

	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
Major Projects	39.6	42.9	66.4	57.2	67.1	103.5	376.6
System Preservation Minor Projects	21.4	37.2	32.2	15.1	26.2	26.8	159.0
<b><u>Development &amp; Evaluation Program</u></b>	<u>10.0</u>	<u>9.8</u>	<u>14.5</u>	<u>10.2</u>	<u>10.2</u>	<u>10.5</u>	<u>65.3</u>
<b>SUBTOTAL</b>	71.0	89.9	113.1	82.5	103.5	140.8	600.8
<b><u>Capital Salaries, Wages &amp; Other Costs</u></b>	<u>4.6</u>	<u>4.9</u>	<u>5.7</u>	<u>5.8</u>	<u>5.4</u>	<u>5.6</u>	<u>32.1</u>
<b>TOTAL</b>	75.6	94.8	118.9	88.3	108.9	146.4	632.9
<b>Special Funds</b>	70.4	93.8	118.9	88.3	108.9	146.4	626.7
<b>Federal Funds</b>	5.1	1.1	-	-	-	-	6.2



**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 operated as a dredge disposal site since 1984. The southern part of the island is developed for use as a wildlife habitat. On December 31, 2009 Hart Miller Island ceased accepting dredge material. The North cell will be developed as a wildlife habitat over the next several years.

**PURPOSE & NEED SUMMARY STATEMENT:** The disposal capacity of the island was needed to allow dredging of the Port's harbor and shipping channels. Hart-Miller Island represented one of the most cost efficient dredge disposal options available.

**SMART GROWTH STATUS:**  Project Not Location Specific or Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**

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

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** The dredge material placed in the Hart Miller Island facility was collected from Inner Harbor channels and berths. The placement of this material at Hart Miller Island allowed vessels to transport cargo to and from the Port of Baltimore

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

**SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP:** The program increased by \$5.2 million due to the addition of FY 16. Project Cash Flows result in addition of \$2.8 Million to FY 16.

POTENTIAL FUNDING SOURCE: <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 2010			2011	2012	....2013....	....2014....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	7,710	5,159	513	350	448	410	410	420	2,551	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	86,922	55,329	2,500	3,127	3,578	7,388	7,390	7,610	31,593	0
Total	94,632	60,488	3,013	3,477	4,026	7,798	7,800	8,030	34,144	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5002, 5003



**PROJECT:** Dredge Material Placement and Monitoring

**DESCRIPTION:** This project involves the placement and monitoring of material dredged from the Port of Baltimore channels. Costs associated with this program are for construction of containment sites; monitoring during placement; dredge site placement operations; and beneficial use projects

**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 Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**

- Hart-Miller Island Related Projects -- Line 1
- Dredge Material Program -- Line 8
- Masonville Vessel Berth - Line 9

**STATUS:** The MPA continues to evaluate alternative dredge material placement sites. The Corp cost/share arrangement with the MPA has changed from 25/75 to 35/65. Masonville dike construction is complete; inflow will start in the 2nd half of calendar year 2010.

**SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP:** Total program increased by \$20.9 million due to the addition of FY 16 and the reallocation of funds to other projects.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED EXPEND		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST (\$000)	THRU 2010			2011	2012	....2013....	....2014....		
Planning	14,917	4,845	3,745	3,900	1,337	360	360	370	10,072	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	543,722	292,907	21,889	25,679	67,939	47,334	58,444	29,530	250,815	0
<b>Total</b>	<b>558,639</b>	<b>297,752</b>	<b>25,634</b>	<b>29,579</b>	<b>69,276</b>	<b>47,694</b>	<b>58,804</b>	<b>29,900</b>	<b>260,887</b>	<b>0</b>
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, 5305, 5418



**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.

**PURPOSE & NEED SUMMARY STATEMENT:** 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 Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** Funding of this project allows vessels with deeper drafts to makes future calls at the Dundalk Marine Terminal. These vessels will be larger than current-day ships and carry more cargo. Rehabilitation of these berths will enable the movement of additional cargo across the terminal.

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

**SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP:** None.

**USAGE:** Increase in larger, deeper vessel calls.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	405	405	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	23,876	23,876	0	0	0	0	0	0	0	0
Total	24,281	24,281	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** Terminal Security Program

**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 Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATUS:** Remote Video Surveillance and Enhanced Terminal Security are complete.

**SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP:** None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" 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 2010			2011	2012	.....2013.....	.....2014.....		
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	35,644	26,183	6,964	2,497	0	0	0	0	9,461	0
Total	35,644	26,183	6,964	2,497	0	0	0	0	9,461	0
Federal-Aid	17,294	11,086	5,525	683	0	0	0	0	6,208	0

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



**PROJECT:** South Locust Point Cruise Terminal

**DESCRIPTION:** Current projects include terminal roof repair; purchase a new gangway; installing a redundant electrical feeder; and enclosing the existing canopy. Four cruise lines operate international excursions out of MPA facilities. A total of 94 voyages will sail during the 2010 season; 112 departures are scheduled for the 2011 cruise season.

**PURPOSE & NEED SUMMARY STATEMENT:** 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.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** The improvements made at the South Locust Point Marine Terminal are for the comfort and convenience of cruise line passengers. These improvements spurred an increase in passenger demand and voyages from MPA facilities in the Port of Baltimore.

**SMART GROWTH STATUS:**  Project Not Location Specific or Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

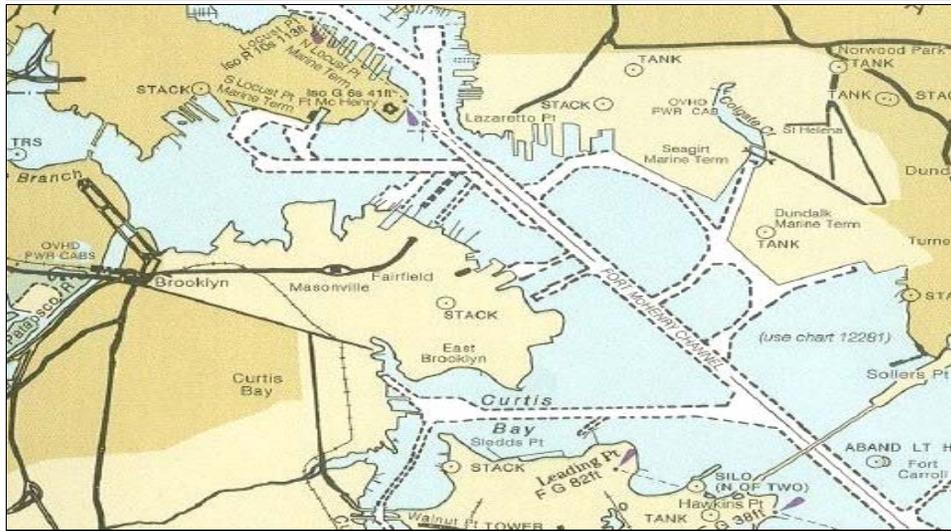
**ASSOCIATED IMPROVEMENTS:** None

**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 2010 - 15 CTP:** None.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input checked="" 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 2010			2011	2012	....2013....	....2014....		
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	18,232	12,307	3,325	2,600	0	0	0	0	5,925	0
Total	20,859	14,934	3,325	2,600	0	0	0	0	5,925	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1617, 1621, 1628, 1635, 1636



**PROJECT:** Dundalk Marine Terminal Property Acquisition

**DESCRIPTION:** Purchase parcel(s) of land adjacent to or in the vicinity of Dundalk Marine Terminal.

**PURPOSE & NEED SUMMARY STATEMENT:** The desired parcels will allow for greater capacity at Dundalk Marine Terminal and will be used to store autos, RoRo equipment; for security processing or other space needs. Transferring functions to this property will free-up space on the terminal for additional cargo capacity. Expanding existing terminals is more cost effective than building new terminals.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**SMART GROWTH STATUS:**  Project Not Location Specific or Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**

None.

**EXPLANATION:** Purchase of property adjacent to Dundalk Marine Terminal allows the MPA to increase RoRo and automobile activity in the Port of Baltimore. The increase activity will have a positive impact on local and statewide jobs.

**STATUS:** Four parcels were purchased since FY 08.

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 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2013.....	.....2014.....	.....2015.....	.....2016.....			
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	16,080	8,490	0	250	7,340	0	0	0	7,590	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	16,080	8,490	0	250	7,340	0	0	0	7,590	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP:** None.



**PROJECT:** Chrome Ore Processing Residue Remediation (COPR)

**DESCRIPTION:** In April 2006 the Maryland Port Administration and Honeywell International entered into a Consent Decree with the Maryland Department of the Environment (MDE) to provide a long-term final remedy to resolve all environmental matters related to the presence of chrome ore processing residue at Dundalk. The MPA and Honeywell International entered into a Settlement Agreement; the agreement specifies the financial and operating responsibilities to be conducted by each party for the duration of the remediation.

**PURPOSE & NEED SUMMARY STATEMENT:** 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 Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** Remediation of the affective areas located at the Dundalk Marine Terminal will prevent hazardous substances generated by chrome ore residue from entering Baltimore Harbor

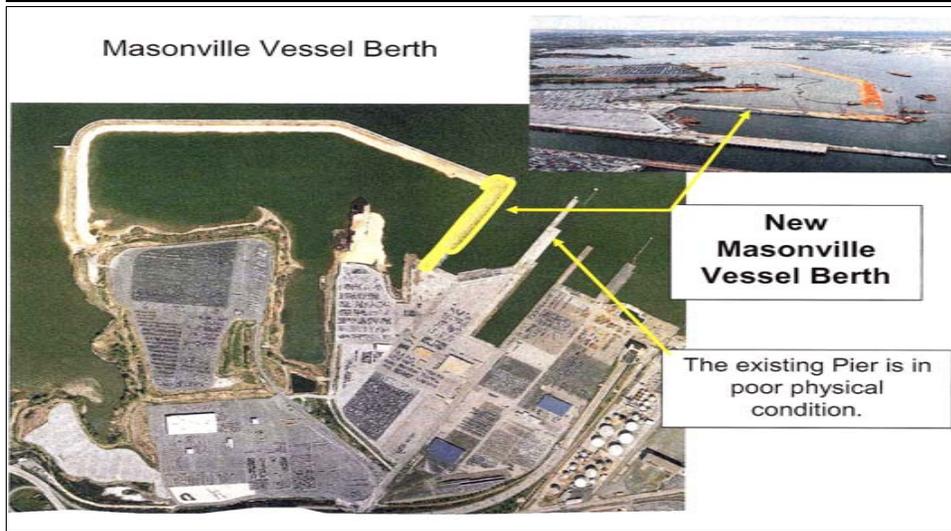
The application of Corrective Measure will enable the reclamation of chrome affected areas. The MPA will use these areas to store additional cargo brought to the Port of Baltimore by vessel or rail.

**STATUS:** The Corrective Measures Alternative Analysis is expected to be completed by early 2011.

**SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP:** The program increased by \$28.6M due to the addition of FY 16.

PHASE	POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	TOTAL				PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	ESTIMATED COST (\$000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE
					....2013....	....2014....	....2015....	....2016....		
Planning	362	362	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	55,620	19,760	2,633	2,390	2,357	480	480	27,520	35,860	0
Total	55,982	20,122	2,633	2,390	2,357	480	480	27,520	35,860	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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



**PROJECT:** Masonville Berth Construction

**DESCRIPTION:** The MPA is currently constructing a 141 acre Dredge Management Containment Facility (DMCF) at Masonville. This project will construct a 968-foot long and 130-foot wide berth, capable of accommodating the world's fleet of Auto and Roll-on/Roll-off ships. The new berth will have a deck load rating of 1000 psf, allowing for flexibility in loading heavy cargo or military equipment. Being a wharf, it will be much less susceptible to damage due to vessel strike, ice movement or debris. Masonville Vessel Berth will not have the wind restrictions of the existing pier. This berth will be dredged to 42 feet.

**PURPOSE & NEED SUMMARY STATEMENT:** This new structure will replace Fairfield Marine Terminal Pier 4, a deficient pier of World War II vintage that is currently at the end of its useful life. Pier 4 is the sole MPA berth for two large auto terminals (146 acres). Baltimore is ranks # 2 in the nation for auto exports. Within 20 years of the Masonville Vessel Berth construction auto movements over the Berth is predicted to grow from 120,000 units to 230,000 automobiles. The DMCF at Masonville is expected to reach dredge placement capacity at this time; the DCMF will be converted into a marine terminal. The Masonville Vessel Berth will replace Pier 4 and service vessels making

**SMART GROWTH STATUS:**  Project Not Location Specific or Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:** Dredge Material Placement and Monitoring - Line 2

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
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	22,627	0	0	500	12,901	9,226	0	0	22,627	0
Total	22,627	0	0	500	12,901	9,226	0	0	22,627	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP:** None.



**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 Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**

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

**STATUS:** Feasibility studies are underway.

<u>POTENTIAL FUNDING SOURCE:</u>		<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 TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2010			FOR PLANNING PURPOSES ONLY	.....2013....	.....2014....	.....2015....		
Planning	100,854	49,626	8,131	4,465	9,852	9,500	9,500	9,780	51,228	0
Engineering	28,602	14,474	3,300	4,790	3,888	710	710	730	14,128	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
<b>Total</b>	<b>132,453</b>	<b>67,097</b>	<b>11,431</b>	<b>9,255</b>	<b>13,740</b>	<b>10,210</b>	<b>10,210</b>	<b>10,510</b>	<b>65,356</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP:** The program was increased by \$16.2 million due to the addition of FY 16 and the reallocation of funds from other projects to continue the analysis of future dredge placement needs.

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

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND PORT ADMINISTRATION - LINE 10**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>FY 2011 and Prior</u></b>			
<b><u>All Terminals</u></b>			
1	RTG Diesel Retrofit (1825)	28	Complete
2	Bollard Repairs - All Terminals (1828)	50	Complete
3	Storm Water Pollution Prevention (1410)	200	Complete
4	Environmental Best Practices (1738)	2,071	Underway
5	Environmental Remediation (1400)	1,255	Underway
6	Berth Substructure IV (1787)	5,200	Underway
7	Paving Repairs IV (1734)	3,636	Underway
<b><u>Dundalk Marine Terminal</u></b>			
8	Crane Rail Damage - Crane 8 DMT (1117)	33	Complete
9	Building 1300A Damage Repair (1124)	8	Complete
10	Demolition of APM Gate - DMT (1111)	243	Complete
11	Emergency Generator POV Gate - DMT (1118)	93	Complete
12	Maintenance Building Electrical Testing - DMT (1115)	14	Complete
13	Rail Improvement - Lot 1800 DMT (1114)	936	Complete
14	9th Street Substation Relocation (1109)	1,978	Underway
15	Demolition of Shed 5 and Surcharge (1067)	3,100	Underway
16	Fuel Island Renovation (1125)	1,689	Underway
17	Repair High Mast Light (1136)	22	Underway
18	Shed Sprinkler System Rehabilitation - Phase I - Shed 6 (3126)	2,550	Underway
19	DMT High Voltage Feeder (1123)	3,525	Underway
20	Heavy Load Area Berth 7/10 (1133)	1,250	Spring, 2011
21	High Mast Lighting - APM area DMT (1112)	900	Spring, 2011
22	Shed 201 Siding Repair (1138)	457	Spring, 2011

**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
	<b><u>FY 2011 and Prior (cont'd)</u></b>		
	<b><u>Environmental</u></b>		
23	Hawkins Point O&M (1707)	697	Underway
	<b><u>Facilities and Equipment</u></b>		
24	High Voltage Cables - Elevators (3037)	262	Complete
25	Loader and Bucket Truck (3041)	295	Complete
26	Sprinkler Repairs (3038)	873	Underway
27	Equipment and Infrastructure Preservation (3029)	1,514	Underway
28	Railroad Crane Inspection and Construction (3106)	325	Underway
29	Replace Cabs for Cranes #10, Rehab Crane Cab #9 & #12 (1134)	100	Underway
30	Snow Removal Equipment (3047)	400	Spring, 2011
31	Vessel Emission Reduction (3050)	40	Spring, 2011
	<b><u>North Locust Point</u></b>		
32	NLP Water Main Repair (1819)	36	Complete
	<b><u>Open-Ended Consulting</u></b>		
33	DMT Heavy Lift Beam Capacity Evaluation (3127)	3	Complete
34	Portwide Engineering & Design D - JMT (1236)	896	Underway
35	Portwide Engineering & Design E - RK&K (1237)	857	Underway
36	Construction Management Inspection 2007 (1240)	2,099	Underway
37	Portwide Engineering and Design (1252)	2,594	Underway
38	Portwide Engineering & Design FY 08 JMT (1253)	1,987	Underway
39	Portwide Engineering & Design FY 08 WBC&M (1251)	3,176	Underway
40	Portwide Engineering & Design FY 08 WR (1254)	1,574	Underway
41	Comprehensive Facility Inspection Diving (1725)	200	Underway

**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
<b><u>FY 2011 and Prior (cont'd)</u></b>			
<b><u>Open-Ended Consulting (cont'd)</u></b>			
42	Construction Management Inspection FY 2009 (1249)	2,000	Underway
43	PE Inspection Diver IV (1826)	500	Underway
44	Portwide Egeineering & Design FY 11 - STV (1259)	500	Underway
45	Portwide Egeineering & Design FY 11 - Moffat & Nichols (1257)	900	Underway
46	Portwide Egeineering & Design FY 11 - WBCM (1256)	1,000	Underway
47	Portwide Egeineering & Design FY 11 - WRA (1258)	750	Underway
48	Schedule Claims Review 2008 (1246)	200	Underway
49	Engineering Survey Consultants (1241)	200	Spring, 2011
<b><u>Port - Wide</u></b>			
50	Open Ended Studies - Planning II (3116)	633	Underway
51	CTIPP Equipment (3124)	461	Underway
52	Open Ended Studies - Planning III (3128)	1,500	Underway
<b><u>Seagirt Marine Terminal</u></b>			
53	Berth Substructure Repair Phase II (1335)	1,434	Complete
<b><u>South Locust Point</u></b>			
54	Shed 11 Support Column Repair (1631)	38	Complete
55	Whirly Crane Revitalization - SLP (1119)	28	Complete
56	Cruise Terminal Roof Replacement (1626)	518	Complete
57	Remove Two Container Cranes - SLP (1823)	300	Underway

**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
<b><u>FY 2011 and Prior (cont'd)</u></b>			
<b><u>World Trade Center</u></b>			
58	Point Breeze Relocation to WTC (3410)	558	Complete
59	Sondheim Plaza Lighting (1528)	355	Underway
60	Tenant Renovation - Meridian WTC (3107)	162	Underway
61	Emergency and Security System Upgrade - WTC (1535)	60	Spring, 2011
62	New Roof Deck & Guardrail Waterproofing (1523)	676	Spring, 2011
<b><u>FY 2012</u></b>			
<b><u>All Terminals</u></b>			
63	Comprehensive Facility Inspection III (1824)	400	Summer, 2011
64	Concrete Deck Repair III (1821)	1,000	Summer, 2011
65	Paving Repair Balance (1706)	2,051	Summer, 2011
66	Pricing Contingency Change (1742)	2	Summer, 2011
<b><u>Dundalk Marine Terminal</u></b>			
67	Heavy Load Pads Berth 12 (1137)	1,800	Summer, 2011
68	Berth 6/7 Rail Rehabilitation (1135)	1,000	Fall, 2011
69	Building 91A Roof and Siding Replacement (3129)	1,200	Fall, 2011
70	Fendering Redesign and Replacement (1129)	1,000	Fall, 2011
71	Force Main and Sewerage Ejector Pump Replacement (1130)	200	Fall, 2011
72	Water Line Replacement/Relining - Non-COPR (3134)	1,500	Fall, 2011
73	Mestek Demolition - Phase (3130)	1,000	Spring, 2012
74	Repair of Berth 4 - DMT (1040)	250	Spring, 2012
75	Sanitary Line Upgrade - DMT (3131)	1,500	Spring, 2012
76	Shed 11 Rehabilitation (3132)	1,000	Spring, 2012
77	Strom Drain Cleaning (3133)	200	Spring, 2012

**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
	<b><u>FY 2012 (cont'd)</u></b>		
	<b><u>Environmental</u></b>		
78	Hawkins Point O&M (1707)	610	Summer, 2011
	<b><u>Facilities and Equipment</u></b>		
79	Railroad Crane Inspection and Construction (3106)	325	Summer, 2011
80	Rotator for DMT Cranes (3048)	100	Fall, 2011
81	Refurbish Big Red Crane Mechanical System (3049)	150	Spring, 2012
	<b><u>Masonville Auto Terminal</u></b>		
82	Berth 4 Approach Slab Reconstruction (1747)	2,100	Fall, 2011
	<b><u>North Locust Point</u></b>		
83	Breasting Dolphin - North Locus Point (3140)	1,000	Summer, 2011
84	North Locust Point Water Mains (1816)	2,000	Fall, 2011
	<b><u>Open-Ended Consulting</u></b>		
85	Comprehensive Facility Inspection (1724)	631	Summer, 2011
86	Portwide EGINEERING & Design FY 11 - STV (1259)	500	Summer, 2011
87	Portwide EGINEERING & Design FY 11 - Moffat & Nichols (1257)	850	Summer, 2011
88	Portwide EGINEERING & Design FY 11 - WBCM (1256)	1,250	Summer, 2011
89	Portwide EGINEERING & Design FY 11 - WRA (1258)	750	Summer, 2011
	<b><u>Port - Wide</u></b>		
90	CTIPP Equipment (3124)	293	Summer, 2011

**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
<b><u>FY 2012 (cont'd)</u></b>			
<b><u>South Locust Point</u></b>			
91	SLP Berth Substructure DEF (1634)	4,200	Fall, 2011
92	SLP Shed 11 Sprinkler Rehabilitation (1613)	2,500	Fall, 2011
93	Fruit Slip Repair (1624)	500	Spring, 2012
<b><u>World Trade Center</u></b>			
94	Fire Alarm Upgrade - WTC (1534)	250	Summer, 2011
95	Reseal Exterior Granite Slab at WTC Plaza Level (1529)	300	Summer, 2011
96	Tenant Renovation - Meridian WTC (3107)	300	Summer, 2011
97	ADA Restroom Renovations (3400)	540	Spring, 2012
98	Cathodic Protection WTC Sheet Piles (3420)	100	Spring, 2012
99	Chiller Replacement & Cooling Tower - WTC (3430)	2,000	Spring, 2012
100	Installation of Fire Stopping - All Floors - WTC (3440)	550	Spring, 2012
101	Seal WTC Building Columns (3490)	700	Spring, 2012
102	Storm Drain Cover Replacement - WTC (3470)	60	Spring, 2012
103	Transformer Replacment - WTC Tenants (3480)	200	Spring, 2012