

**MARYLAND PORT ADMINISTRATION**

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

	<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
Major Projects	56.1	105.5	195.0	103.7	117.0	60.2	637.5
System Preservation Minor Projects	24.0	36.0	66.8	29.1	43.3	36.4	235.7
<b><u>Development &amp; Evaluation Program</u></b>	<u>11.1</u>	<u>12.3</u>	<u>9.7</u>	<u>7.3</u>	<u>10.5</u>	<u>12.0</u>	<u>62.9</u>
<b>SUBTOTAL</b>	91.1	153.9	271.4	140.1	170.9	108.6	936.0
<b><u>Capital Salaries, Wages &amp; Other Costs</u></b>	<u>6.2</u>	<u>5.6</u>	<u>5.8</u>	<u>5.9</u>	<u>5.9</u>	<u>5.9</u>	<u>35.3</u>
<b>TOTAL</b>	97.3	159.5	277.2	146.0	176.8	114.5	971.3
<b>Special Funds</b>	93.9	155.5	272.8	146.0	176.8	114.5	959.5
<b>Federal Funds</b>	3.4	4.0	4.4	-	-	-	11.8



**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 material placement 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 MPA is currently designing wildlife habitat for the North cell of the island.

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

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

**ASSOCIATED IMPROVEMENTS:** Dredge Material Placement Monitoring -- Line 2  
 Dredge Material Program -- Line 11

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

**EXPLANATION:** The dredge material placed in the Hart Miller Island facility was collected from Harbor and Bay 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 2014 - 19 CTP:** The program was increased by \$3.7 million due to the addition of FY 20. Funds are added to the program to meet future operating costs.

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 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2017.....	.....2018.....	.....2019.....	.....2020.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	8,972	6,594	245	326	333	546	458	470	2,378	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	97,987	63,139	4,400	4,398	9,185	7,817	5,072	3,976	34,848	0	
Total	106,959	69,733	4,645	4,724	9,518	8,363	5,530	4,446	37,226	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

5002, 5003



**PROJECT:** Dredge Material Placement and Monitoring

**DESCRIPTION:** This program 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 placement site operations; and beneficial use projects.

**JUSTIFICATION:** The Governor's Strategic Plan for Dredge Material Management identifies 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 1,900 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  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 11
- Masonville Vessel Berth - Line 8

**STATUS:** The MPA continues to evaluate alternative dredge material placement sites. Masonville Dredge Material Placement Facility is accepting dredge material.

**SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP:** The total program decreased by \$45.8 million due to a revised dredging schedule.

POTENTIAL FUNDING SOURCE:		<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 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2017....	....2018....	....2019....	....2020....		
Planning	38,655	16,349	1,325	6,260	4,881	8,164	1,209	467	22,306	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	767,960	360,010	21,896	61,206	131,033	59,841	93,754	40,220	407,950	0
Total	806,615	376,359	23,221	67,466	135,914	68,005	94,963	40,687	430,256	0
Federal-Aid	700	0	350	350	0	0	0	0	700	0

1900, 5101, 5103, 5105, 5206, 5207, 5208, 5211, 5215, 5218, 5221, 5231, 5232, 5233, 5235, 5237, 5238, 5241, 5242, 5260, 5305, 5309, 5418



**PROJECT:** Reconstruction Berths 1- 6 at Dundalk Marine Terminal, Phase II (Berth 4) and Phase III (Berth 3).

**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. Phase II funds activity at Berth 4; Phase III funds Berth 3 (and a portion of Berth 2).

**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 too distant from the warehouses and automobile lots.

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

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Safety & Security   | <input checked="" type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Community Vitality        |
| <input type="checkbox"/> Quality of Service             | <input checked="" type="checkbox"/> Economic Prosperity       |

**EXPLANATION:** Funding of this project allows vessels with deeper drafts to make 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.

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

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Project Inside PFA   | <input type="checkbox"/> Grandfathered              |
| <input type="checkbox"/> Project Outside PFA             | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted          |

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATUS:** Construction for Phase I was completed in December 2006. Berths 1- 4 recently received urgent repairs. Berth 4 rehabilitation is underway.

**SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP:** This program increased by \$29.7 million due to the addition of Phase III for the Berth 3 Reconstruction project.

**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 ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2017....	....2018....	....2019....	....2020....			
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	82,993	28,993	8,220	8,619	14,161	15,000	8,000	0	54,000	0	
Total	83,398	29,398	8,220	8,619	14,161	15,000	8,000	0	54,000	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

1025, 3143, 3158, 3181



**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: iCCTV coverage expansion and upgrades; intrusion beam barrier installation; access control installation at North Locust Point Terminal; and the placement of mobile security booths.

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

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

**ASSOCIATED IMPROVEMENTS:**  
None.

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

**EXPLANATION:** These projects will enhance the security of MPA terminals as required by the Maritime Transportation Security Act of 2002

**STATUS:** The MPA was awarded two federal FY 14 Port Security Grants. The grants are CCTV Video Analytics and Cyber Vulnerability Assessment.

**SIGNIFICANT CHANGE FROM FY 2014 - 19 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 2014			2015	2016	.....2017.....	.....2018.....		
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	326	76	250	0	0	0	0	0	250	0
Construction	43,753	41,620	800	633	700	0	0	0	2,133	0
Total	44,079	41,696	1,050	633	700	0	0	0	2,383	0
Federal-Aid	20,611	20,357	254	0	0	0	0	0	254	0

1062, 1093, 1619, 1646, 1765, 1767, 1768, 1771, 1772, 1773, 1774, 1775, 1776, 1777, 1780, 1781, 1782, 1783, 1789, 1794, 1798, 1799, 1921, 1922, 1924, 1925, 1926, 1927, 1928, 1929, 1930



**PROJECT:** South Locust Point Cruise Terminal

**DESCRIPTION:** Cruise lines operate international excursions out of MPA facilities. A total of 91 departures are scheduled for the 2014 cruise season. Current projects include installing a redundant electrical feeder, new restrooms; upgrading the public address system; enclosing the existing canopy; purchase new check-in counters, furniture and carpeting; and erect new cruise entrance which will improve vehicular circulation

**PURPOSE & NEED SUMMARY STATEMENT:** This facility is close to tourist attractions located at the Inner Harbor and has excellent visibility and access to I-95. This facility was converted from a lumber warehouse and can accommodate one cruise embark per day.

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

- |   |   |
|---|---|
| <input type="checkbox"/> Safety & Security              | <input type="checkbox"/> Environmental Stewardship      |
| <input checked="" type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Community Vitality  |
| <input checked="" type="checkbox"/> Quality of Service  | <input checked="" type="checkbox"/> Economic Prosperity |

**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  Not Subject to PFA Law

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Project Inside PFA   | <input type="checkbox"/> Grandfathered              |
| <input type="checkbox"/> Project Outside PFA             | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted          |

**ASSOCIATED IMPROVEMENTS:** None

**STATUS:** The terminal started operations in FY 2006. The remaining funds will be used for facility improvements.

**SIGNIFICANT CHANGE FROM FY 2014 - 19 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 FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2014			2015	2016	.....2017.....	.....2018.....		
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	6,284	450	794	4,905	135	0	0	0	5,834	0
Total	6,284	450	794	4,905	135	0	0	0	5,834	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1628, 1635, 1637, 1640, 1641, 1644





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

**DESCRIPTION:** After years of COPR investigations, and submission of a Corrective Measures Alternative Analysis (CMAA), MDE directed MPA and Honeywell to implement enhanced isolation and containment of the COPR at Dundalk Marine Terminal (DMT). This requires relining storm drains in the COPR areas and installing enhanced long-term monitoring and maintenance of the site.

**PURPOSE & NEED SUMMARY STATEMENT:** Originally chromium was believed to be good fill material; unfortunately, it is now known that a large portion of the chromium 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 chromium remediation. The CMAA was approved by MDE in July 2012.

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

**SMART GROWTH STATUS:**  Project Not Location Specific  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:** Remediation of the affective areas located at the DMT will prevent hazardous substances generated by chrome ore residue from entering Baltimore Harbor.

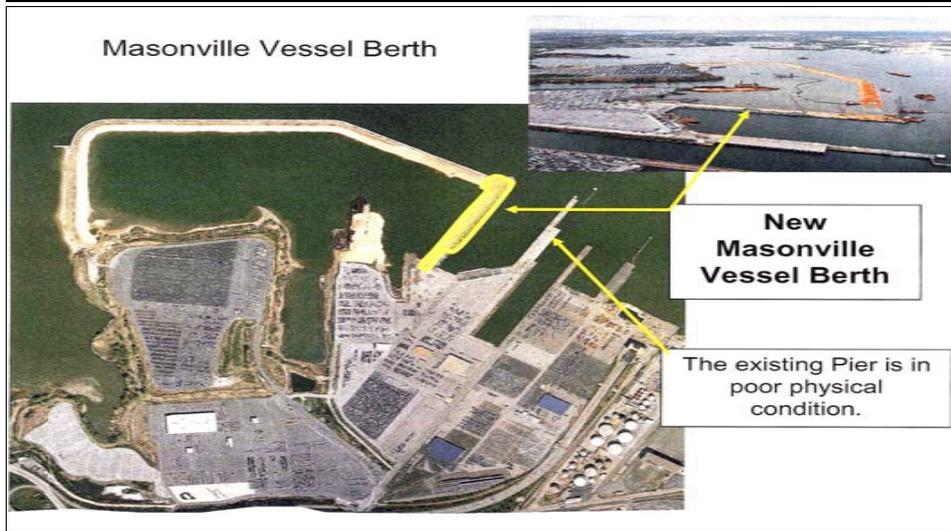
The application of Corrective Measures will enable the reclamation of chrome affected areas. The MPA will use these areas to store additional cargo brought to the Port of Baltimore by truck, vessel or rail.

**STATUS:** The Corrective Measures Alternative Analysis was approved by Maryland Department of the Environment in July 2012. Corrective actions are underway.

**SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP:** The program increased by \$5.0 million due the change in the scope of the COPR related projects.

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 TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2014			FOR PLANNING PURPOSES ONLY	.....2017.....	.....2018.....	.....2019.....			.....2020.....
Planning	1,316	507	243	109	112	112	115	118	809	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	76,328	30,254	4,157	4,440	4,878	9,251	8,412	14,936	46,074	0	
Total	77,644	30,761	4,400	4,549	4,990	9,363	8,527	15,054	46,883	0	
Federal-Aid	15	15	0	0	0	0	0	0	0	0	

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



**PROJECT:** Masonville Vessel Berth Construction

**DESCRIPTION:** 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 finished calendar year 2013 as # 1 in the nation for auto exports. Within 20 years of the Masonville Vessel Berth construction, auto movements over the Berth are predicted to grow from 120,000 to 230,000 units.

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

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

**ASSOCIATED IMPROVEMENTS:** Dredge Material Placement and Monitoring - Line 2  
 Port of Baltimore Export Expansion Project -- Line 9

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

**EXPLANATION:** The dredging component of this project will allow larger ships to access Port of Baltimore marine terminals. Cargo storage and rail capacity will be enhanced at Fairfield and Seagirt Marine Terminals. The filling of the Fairfield Wet Basin will avoid the cost of replacing the basin's bulkhead.

**STATUS:** Construction will be completed during FY 15.

**SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP:** None.

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 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY					
					....2017....	....2018....	....2019....	....2020....		
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	22,845	22,261	584	0	0	0	0	0	584	0
Total	22,845	22,261	584	0	0	0	0	0	584	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** Port of Baltimore Export Expansion Project

**DESCRIPTION:** MPA's TIGER project has three portions: provide rail access to Fairfield Marine Terminal; widening and straightening the navigation channel to Seagirt Marine Terminal; and filling the Fairfield Basin to develop seven acres of new land for cargo storage. The scope of the contract has increased to accomplish similar additional work at the Fairfield (Beverly Slip) and South Locust Point terminals (Fruit Slip).

**PURPOSE & NEED SUMMARY STATEMENT:** The current access channel to Seagirt is deep enough; however, it has several turns and is too narrow for the next generation of container ships that will be able to transit the Panama Canal when it is expanded in 2016. The suitable material dredged from this widening will be used as fill in the WWII-era shipbuilding basin to create new land at Fairfield Marine Terminal, which is needed for cargo storage (and cost avoidance to replace failing bulkheads). Rail access to Fairfield will allow more efficient cargo movement.

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

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

**ASSOCIATED IMPROVEMENTS:** Masonville Vessel Berth Construction -- Line 8

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

- |   |   |
|---|---|
| <input type="checkbox"/> Safety & Security              | <input type="checkbox"/> Environmental Stewardship      |
| <input checked="" type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Community Vitality  |
| <input type="checkbox"/> Quality of Service             | <input checked="" type="checkbox"/> Economic Prosperity |

**EXPLANATION:** The dredging component of this project will allow larger ships to access Seagirt Marine Terminal. Cargo storage and rail capacity will be enhanced at Fairfield Terminals. The filling of Fruit Slip and the Fairfield Wet Basin will avoid the cost of replacing those bulkheads.

**STATUS:** Environmental impact statements are being prepared as the final grant requirement before construction is approved. Dredging should start in early 2015.

**SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP:** This program increased by \$9.7 million due to expanded configuration of this project.

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 2014			2015	2016	.....2017.....	.....2018.....			.....2019.....
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	38,857	252	13,065	11,139	12,451	1,950	0	0	38,605	0	
Total	38,857	252	13,065	11,139	12,451	1,950	0	0	38,605	0	
Federal-Aid	10,000	0	2,500	3,368	4,132	0	0	0	10,000	0	

2711, 2712, 5239



**PROJECT:** Pearce Creek Waterline Project

**DESCRIPTION:** The project will construct a waterline from Cecilton to communities near the Pearce Creek Dredged Material Containment Facility (DMCF) in Cecil County. The waterline provides potable water to areas adversely affected by Corps of Engineers dredged material placement in the Pearce Creek DMCF. The Pearce Creek Waterline Project is constructed with the assistance of an MDOT Secretary's Grant.

**PURPOSE & NEED SUMMARY STATEMENT:** A liner for the Pearce Creek DMCF is to be funded and constructed by the Corps of Engineers. The waterline is needed to support reopening of the DMCF for material taken from the C&D Canal and approach channels.

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

**EXPLANATION:** This project plays an integral role in the reactivation of the Pearce Creek DMCF. Dredge material collected from the C&D Canal and placed in the Pearce Creek DMCF will save the State millions of dollars of its share of transportation cost to alternative placement locations such as Poplar Island.

**SMART GROWTH STATUS:**  Project Not Location Specific  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 Management Program - Line 10

**STATUS:** The waterline is in the design and permitting phase. This project is expected to be advertised in late calendar year 2015.

**SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP:** Added to the Construction Program.

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 FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2014			2015	2016	.....2017.....	.....2018.....			.....2019.....
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	14,184	0	0	3,500	9,684	1,000	0	0	14,184	0	0
Total	14,184	0	0	3,500	9,684	1,000	0	0	14,184	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0



**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  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	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)				....2017....	....2018....	....2019....	....2020....		
Planning	87,720	53,665	6,296	6,080	3,168	3,601	6,783	8,127	34,055	0
Engineering	49,033	22,771	3,066	5,830	6,112	3,650	3,751	3,853	26,262	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,478	935	1,706	437	400	0	0	0	2,543	0
Total	140,231	77,371	11,068	12,347	9,680	7,251	10,534	11,980	62,860	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP:** This program increased by \$2.1 million due to the addition the FY 20 allocation.

5217, 5220, 5224, 5308, 5401, 5402, 5404, 5410, 5411, 5412, 5413, 5414, 5415, 5416, 5417, 5419, 5420, 5421, 5422, 5423

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND PORT ADMINISTRATION - LINE 12**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>FY 2015 and Prior</u></b>			
<b><u>All Terminals</u></b>			
1	Concrete Deck Repair III (1821)	673	Complete
2	Paving Repair VII (1766)	3,059	Complete
3	Fendering Redesign and Replacement (1129)	470	Complete
4	Hawkins Point O&M (1707)	13,155	Underway
5	Storm Water Pollution Prevention (1410)	28	Underway
6	EPC Capital Projects (1829)	100	Underway
7	Agency Wide Berth Substructure Repairs V (1830)	4,924	Underway
8	Demolition 3 Cranes (1835)	1,855	Underway
9	GIS Deployment (1851)	600	Underway
10	Paving Repair VIII (1836)	3,952	Underway
11	Environmental Mitigation Maintenance (1743)	300	Underway
12	Pricing Contingency Change (1742)	597	Underway
13	MARAMA Dray Truck Program (1831)	300	Ongoing
14	Open Ended Building Maintenance Contract (1832)	400	Ongoing
15	Agency Wide Berth Substructure Repairs VI (1839)	10,000	Spring, 2015
<b><u>Dundalk Marine Terminal</u></b>			
16	DMT High Voltage Feeder (1123)	4,053	Complete
17	High Mast Lighting - APM area DMT (1112)	874	Complete
18	Berth 6/7 Rail Rehabilitation (1135)	1,100	Complete
19	Heavy Load Pads Berth 12 (1137)	2,118	Complete
20	Shed 4 Door Repair (3159)	10	Complete
21	Mobile Crane - DMT (3156)	3,250	Complete
22	Berth 11-13A Row Pile Replacement (3157)	268	Underway
23	Building 91A HVAC Replacement - EPC Program (3135)	112	Underway
24	Rehabilitation of Portions of Dunmar - Police HQ (3144)	983	Underway
25	Bldg 91A Roof and Siding Replacement; Generator (3129)	1,404	Underway

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND PORT ADMINISTRATION - LINE 12 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>FY 2015 and Prior (cont'd)</u></b>			
<b><u>Dundalk Marine Terminal (cont'd)</u></b>			
26	Demolition of RoRo Ramp , Berth 8/9 DMT (3154)	1,347	Underway
27	DMT Variable Message Sign Replacement (3164)	30	Underway
28	Rail Car Reader (3069)	63	Underway
29	DMT Berth 11 & 12 Deck and Beam Replacement (3167)	10,000	Spring, 2015
30	Highmast Lights - Lot 1300 DMT (1143)	380	Spring, 2015
<b><u>Facilities and Equipment</u></b>			
31	Crane Harness Repair (3057)	105	Complete
32	Mobile Restroom Trailers (3064)	146	Complete
33	Fender Replacement Program (3147)	591	Underway
34	Crane Elevator Rehabilitation (3056)	180	Underway
35	Dump Truck FY 14 (3060)	402	Underway
36	Railroad Crane Inspection and Construction (3106)	450	Underway
37	Rebuild Diesel Engines - Cranes 7 & 8 (3061)	250	Underway
38	Replace Electrical Crane 11 - DMT (3059)	397	Underway
39	Sprinkler Repairs (3038)	146	Ongoing
40	Four New Crane Spreaders - DMT (3231)	600	Spring, 2015
41	Maintenance Boat (3063)	250	Spring, 2015
42	Paceco Crane Rehabilitation (3066)	220	Spring, 2015
43	PLC & Drive for Crane # 6 - DMT (3232)	450	Spring, 2015
44	Rehabilitation of Big Red Crane (3065)	200	Spring, 2015
45	Replace Dynamic Resistors in Crane 7 & 8 (3062)	150	Spring, 2015
<b><u>Open-Ended Consulting</u></b>			
46	Comprehensive Facility Inspection Diving (1725)	629	Underway
47	Engineering Survey Consultants (1241)	200	Underway

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND PORT ADMINISTRATION - LINE 12 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>FY 2015 and Prior (cont'd)</u></b>			
<b><u>Open-Ended Consulting (cont'd)</u></b>			
48	Construction Management Inspection FY 13 - FY14 (1270)	6,000	Underway
49	Portwide Engineering Design FY 13 - FY 15 JMT (1263)	4,000	Underway
50	Portwide Engineering Design FY 13 - FY 15 M&N (1261)	4,000	Underway
51	Portwide Engineering Design FY 13 - FY 15 RK&K (1264)	4,000	Underway
52	Portwide Engineering Design FY 13 - FY WBCM (1262)	4,000	Underway
53	Portwide Egeeneering & Design FY 11 - STV (1259)	64	Underway
54	Portwide Egeeneering & Design FY 11 - WBCM (1256)	164	Underway
55	Portwide Egeeneering & Design FY 11 - WRA (1258)	46	Underway
<b><u>Port - Wide</u></b>			
56	Open Ended Studies - Planning III (3128)	826	Underway
57	CTIPP Equipment (3124)	264	Underway
58	Fiber Cable Installation from DMT to FSK/MdTA (3213)	125	Spring, 2015
59	Telecommunciations Network & Voicemail System Upgrade (3211)	330	Spring, 2015
<b><u>Security Projects</u></b>			
60	Mobile Security Booths (1778)	200	Underway
<b><u>South Locust Point</u></b>			
61	SLP Shed 11 Sprinkler Rehabilitation (1613)	2,961	Complete
62	Shed 11C Roll-up Door Repair (1642)	46	Complete
<b><u>World Trade Center</u></b>			
63	Storm Drain Cover Replacement - WTC (3470)	144	Complete

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND PORT ADMINISTRATION - LINE 12 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>FY 2015 and Prior (cont'd)</u></b>			
<b><u>World Trade Center (cont'd)</u></b>			
64	Rehabilitation of Shaft # 1 - WTC (3452)	258	Complete
65	WTC Water Damage Repair (3510)	468	Complete
66	Cathodic Protection WTC Sheet Piles (3420)	100	Underway
67	Chiller Replacement & Cooling Tower - WTC (3430)	2,092	Underway
68	EPC Miscellaneous Projects (3453)	100	Underway
69	Seal WTC Building Columns (3490)	1,067	Underway
70	LAN Room Cooling and Emergency Power (3481)	347	Underway
71	Relocated Security/Safety & Bldg System to Command Cen. (3450)	322	Underway
72	Tenant Renovation - Meridian WTC (3107)	345	Underway
73	Transformer Replacment - WTC Tenants (3480)	200	Spring, 2015
<b><u>FY 2016</u></b>			
<b><u>All Terminals</u></b>			
74	Environmental Remediation (1400)	7	Ongoing
75	MARAMA Dray Truck Program (1831)	300	Ongoing
76	Open Ended Building Maintenance Contract (1832)	1,000	Ongoing
77	Agency Wide Bollard Repair (1833)	500	Summer, 2015
78	Concrete Deck Repair IV (1838)	400	Summer, 2015
79	Utility Installation Program (1837)	7,500	Summer, 2015
80	Stormwater Drain Structure Inspection and Rehab Prog (1412)	900	Fall, 2015
81	Stormwater Construction and Retrofit Program (1411)	1,000	Spring, 2016
<b><u>Dundalk Marine Terminal</u></b>			
82	Mestek Demolition - Phase (3130)	500	Fall, 2015
83	Demo and Replacement of Parts Storage Building (1140)	4,400	Spring, 2016

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND PORT ADMINISTRATION - LINE 12 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>FY 2016 (cont'd)</u></b>			
<b><u>Dundalk Marine Terminal (cont'd)</u></b>			
84	Demolition of Hanger 63D (3145)	1,000	Spring, 2016
85	DMT Back Gate and Mestek Demolition (3155)	4,850	Spring, 2016
86	DMT Crane # 6 Upgrade and Relocation (3169)	2,150	Spring, 2016
87	Dundalk Marine Terminal Lot 304 Stormwater Management (3182)	1,000	Spring, 2016
88	Dunmar South Renovation (3166)	1,200	Spring, 2016
<b><u>Facilities and Equipment</u></b>			
89	Equipment and Infrastructure Preservation (3029)	220	Ongoing
90	Sprinkler Repairs (3038)	100	Ongoing
91	Crane System Preservation (Balance) (3019)	10	Summer, 2015
92	Facility Capital Equipment (3233)	1,500	Summer, 2015
93	Railroad Crane Inspection and Construction (3106)	410	Summer, 2015
<b><u>Open-Ended Consulting</u></b>			
94	Inspection Surveys (1827)	400	Spring, 2016
95	PE Inspection Diver IV (1826)	200	Spring, 2016
<b><u>Port - Wide</u></b>			
96	CTIPP Equipment (3124)	270	Summer, 2015
97	Planning Open Ended Studies - Balance (3122)	100	Summer, 2015
<b><u>Security Projects</u></b>			
98	CCTV Access Control Cyber Vulnerability Assessment (1932)	150	Fall, 2015
99	CCTV Video Analytics (1931)	600	Spring, 2016

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND PORT ADMINISTRATION - LINE 12 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u><b>FY 2016 (cont'd)</b></u>			
<u><b>World Trade Center</b></u>			
100	Tenant Renovation - Meridian WTC (3107)	300	Summer, 2015
101	World Trade Center Balance (1527)	626	Summer, 2015
102	WTC Restroom Renovations (3454)	2,000	Spring, 2016