

**MDOT** MARYLAND DEPARTMENT OF TRANSPORTATION  

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MARYLAND PORT ADMINISTRATION

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

	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
Major Projects	58.4	91.8	98.6	80.1	112.2	62.3	503.3
System Preservation Minor Projects	33.1	37.2	41.2	35.3	30.3	20.6	197.7
<b><u>Development &amp; Evaluation Program</u></b>	<u>7.9</u>	<u>10.0</u>	<u>11.6</u>	<u>11.5</u>	<u>9.6</u>	<u>2.2</u>	<u>52.8</u>
<b>SUBTOTAL</b>	99.4	139.1	151.4	126.8	152.1	85.0	753.8
<b><u>Capital Salaries, Wages &amp; Other Costs</u></b>	<u>4.9</u>	<u>5.0</u>	<u>5.1</u>	<u>5.2</u>	<u>5.2</u>	<u>5.0</u>	<u>30.6</u>
<b>TOTAL</b>	104.4	144.1	156.5	132.0	157.3	90.0	784.3
<b>Special Funds</b>	101.0	142.7	156.5	132.0	157.3	90.0	779.5
<b>Federal Funds</b>	3.4	1.4	-	-	-	-	4.8



**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 dredged 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. Department of Natural Resources approved the design for wildlife habitat at the North cell of the island; dewatering and site improvements are underway.

**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 while it operated.

**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  
 Dredged Material Program -- Line 10

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

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

**EXPLANATION:** The dredged 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 North cell is developed.

**SIGNIFICANT CHANGE FROM FY 2017 - 22 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 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	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	7,886	7,385	50	150	51	150	100	0	501	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	98,920	73,814	3,987	4,667	6,352	6,395	2,655	1,050	25,106	0
<b>Total</b>	<b>106,806</b>	<b>81,199</b>	<b>4,037</b>	<b>4,817</b>	<b>6,403</b>	<b>6,545</b>	<b>2,755</b>	<b>1,050</b>	<b>25,607</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5002, 5003, 5004, 5007



**PROJECT:** Dredged 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; dredged material placement site operations; and beneficial use projects.

**JUSTIFICATION:** The Governor's Strategic Plan for Dredged 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 10

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

**SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP:** Program decreased by \$204M primarily due to costs associated with Cox Creek being presented separately.

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				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017			FOR PLANNING PURPOSES ONLY	.....2020.....	.....2021.....	.....2022.....		
Planning	27,605	19,807	910	2,068	2,443	1,177	900	300	7,798	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	573,188	383,335	22,122	25,371	30,760	34,772	46,428	30,400	189,853	0
<b>Total</b>	<b>600,793</b>	<b>403,142</b>	<b>23,032</b>	<b>27,439</b>	<b>33,203</b>	<b>35,949</b>	<b>47,328</b>	<b>30,700</b>	<b>197,651</b>	<b>0</b>
Federal-Aid	700	700	0	0	0	0	0	0	0	0

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

**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
- Environmental Stewardship
- System Preservation
- Community Vitality
- Quality of Service
- Economic Prosperity

**EXPLANATION:** Funding of this project allows vessels with deeper drafts to make calls at the Dundalk Marine Terminal. Future 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. Berths 1- 4 Reconstruction and Repair project is currently underway to handle urgent repairs. Phase II construction was completed in November 2016.

**SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP:** Decrease in funding of approximately \$37M due to completion of projects and reallocation of funds to meet other needs.

**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		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017			2018	2019	FOR PLANNING PURPOSES ONLY	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	56,768	25,557	758	6,885	18,568	0	5,000	0	31,211	0
<b>Total</b>	<b>56,768</b>	<b>25,557</b>	<b>758</b>	<b>6,885</b>	<b>18,568</b>	<b>0</b>	<b>5,000</b>	<b>0</b>	<b>31,211</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

3143, 3158, 3181



**PROJECT:** South Locust Point Cruise Terminal

**DESCRIPTION:** Cruise lines operate international excursions out of MPA facilities. A total of 87 departures are scheduled for the 2017 cruise season. Recent 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.

**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:** 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.

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

**SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP:** Decrease of \$1.1M due to removal of completed projects.

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 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	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	8,598	6,270	1,148	400	0	0	780	0	2,328	0
Total	8,598	6,270	1,148	400	0	0	780	0	2,328	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1615, 1616, 1635, 1638, 1640, 1641, 1644, 1645, 1655





**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.

**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.

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

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

**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 2017 - 22 CTP:** Funding decrease of \$36M as funds previously reserved for contingencies were reprogrammed to meet other needs.

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 2017			2018	2019	.....2020.....	.....2021.....			.....2022.....
Planning	861	557	50	50	50	54	50	50	304	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	66,122	37,948	4,518	5,000	4,820	4,800	4,586	4,450	28,174	0	
Total	66,983	38,505	4,568	5,050	4,870	4,854	4,636	4,500	28,478	0	
Federal-Aid	15	15	0	0	0	0	0	0	0	0	

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





**PROJECT:** Cox Creek Dredged Material Containment Facility Expansion and Related Projects

**DESCRIPTION:** The Cox Creek Dredged Material Containment Facility (DMCF) is an existing 144-acre dredged material placement site located in Anne Arundel County. The footprint of the DMCF is being expanded into the adjacent 93-acre upland area (owned by MPA) in order to ensure adequate capacity to accommodate material dredged from the Port of Baltimore's Harbor shipping channels as part of the State's 20-Year Dredged Material Management Plan (DMMP). The dikes at the existing 144-acre DMCF are also being raised as part of the expansion. The site currently receives approximately 500,000 cubic yards of dredged material from Harbor shipping channels each year.

**PURPOSE & NEED SUMMARY STATEMENT:** Dredged material placement capacity for Harbor material is currently provided by the existing Cox Creek and Masonville DMCFs. The capacity currently provided by these sites is not adequate to manage the volume of sediment that will be dredged from the Port of Baltimore's Harbor shipping channels over the required 20-year planning period of the State's DMMP. Expansion and raising the existing dikes at Cox Creek is necessary to create adequate capacity to ensure safe and efficient passage of shipping vessels calling at the Port of Baltimore.

**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
- Environmental Stewardship
- System Preservation
- Community Vitality
- Quality of Service
- Economic Prosperity

**EXPLANATION:** The placement of this material at Cox Creek allows vessels to transport cargo to and from the Port of Baltimore.

**STATUS:** Land clearing activities are underway on the upland expansion area and construction of the foundation dike will commence within the next year. Dredged material placement is planned to continue during construction.

**SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP:** Added to Construction. These costs were previously accounted for in the Dredge Material Placement and Monitoring Program.

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 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2020....	....2021....	....2022....	....2023....			
Planning	21,265	265	500	500	5,000	5,000	5,000	5,000	21,000	0	
Engineering	9,050	4,200	2,650	2,000	50	50	50	50	4,850	0	
Right-of-way	13,311	1,011	3,300	5,000	1,000	1,000	1,000	1,000	12,300	0	
Construction	208,386	47,550	7,988	31,120	29,460	26,668	45,650	19,950	160,836	0	
<b>Total</b>	<b>252,012</b>	<b>53,026</b>	<b>14,438</b>	<b>38,620</b>	<b>35,510</b>	<b>32,718</b>	<b>51,700</b>	<b>26,000</b>	<b>198,986</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

5305, 5308, 5309, 5311



**PROJECT:** Port of Baltimore Export Expansion Project (TIGER GRANT)

**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). Additionally the derelict Pier 5 at Fairfield terminal will be demolished.

**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
- 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:

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

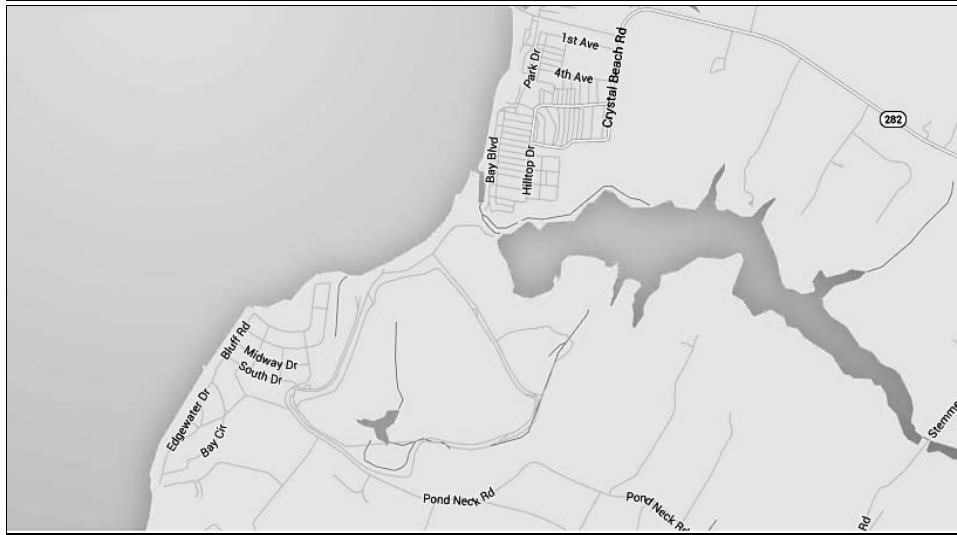
**EXPLANATION:** The dredging component of this project will allow larger ships to access Seagirt Marine Terminal. Cargo storage and rail capacity will be enhanced at Fairfield Terminals. The filling of Fruit Slip and the Fairfield Wet Basin will avoid the cost of replacing those bulkheads and provide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

**STATUS:** Contracts for dredging, storm drain relocation, and FMT Rail are complete. Fairfield Basin Filling contract is well underway.

**SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP:** Costs have increased by \$4.9M as there were differing site conditions and MPA was able to raise elevation of the space to improve resiliency.

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 2017			2018	2019	.....2020.....	.....2021.....			.....2022.....
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	48,337	37,252	5,885	5,200	0	0	0	0	11,085	0	0
<b>Total</b>	<b>48,337</b>	<b>37,252</b>	<b>5,885</b>	<b>5,200</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11,085</b>	<b>0</b>	<b>0</b>
Federal-Aid	10,000	5,420	3,244	1,336	0	0	0	0	4,580	0	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. Dredged material collected from the C&D Canal approach channels 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:** This project is underway.

POTENTIAL FUNDING SOURCE:

- SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	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	16,184	9,635	4,549	2,000	0	0	0	0	6,549	0
Total	16,184	9,635	4,549	2,000	0	0	0	0	6,549	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP:** \$2.0M change due to system correction.



**PROJECT:** Dredged Material Management Program

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

**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 dredged 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.

**POTENTIAL FUNDING SOURCE:**  SPECIAL  FEDERAL  GENERAL  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 2017			2018	2019	.....2020.....	.....2021.....		
Planning	75,715	68,113	2,993	2,622	695	672	600	20	7,602	0
Engineering	75,272	30,093	4,884	7,404	10,891	10,780	9,040	2,180	45,179	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>150,987</b>	<b>98,206</b>	<b>7,877</b>	<b>10,026</b>	<b>11,586</b>	<b>11,452</b>	<b>9,640</b>	<b>2,200</b>	<b>52,781</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP:** This program decreased by \$4.7M primarily due to revised schedule.

5217, 5220, 5224, 5401, 5402, 5404, 5410, 5411, 5412, 5413, 5414, 5415, 5416, 5417, 5419, 5420, 5421, 5422, 5423, 5425, 5426, 5427

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND PORT ADMINISTRATION - LINE 11**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2017 Completions</u></b>			
<b><u>All Terminals</u></b>			
1	Agency Wide Berth Substructure Repairs V (1830)	4,621	Complete
2	Agency Wide Bollard Repair (1833)	84	Complete
3	Agency Wide Tenant Alteration - III (1731)	1,950	Complete
4	CMAQ Dray Truck Program (1831)	800	Complete
5	Concrete Deck Repair III (1821)	673	Complete
6	Demolition 3 Cranes (1835)	1,375	Complete
7	Environmental Best Practices (1738)	2,660	Complete
8	Fendering Redesign and Replacement (1129)	470	Complete
9	Paving Repair VII (1766)	3,059	Complete
10	Paving Repair VIII (1836)	3,946	Complete
11	Paving Repair VIIIA (1845)	199	Complete
12	Paving Repairs (1703)	9,075	Complete
13	Paving Repairs VIII-B (1846)	386	Complete
<b><u>Dundalk Marine Terminal</u></b>			
14	Berth 11-13A Row Pile Replacement (3157)	237	Complete
15	Berth 6/7 Rail Rehabilitation (1135)	1,101	Complete
16	Bldg 91A Roof and Siding Replacement; Generator (3129)	1,293	Complete
17	Building 91A HVAC Replacement - EPC Program (3135)	178	Complete
18	Demolition of RoRo Ramp , Berth 8/9 DMT (3154)	1,345	Complete
19	DMT High Voltage Feeder (1123)	3,944	Complete
20	DMT Variable Message Sign Replacement (3164)	301	Complete
21	Dundalk Marine Terminal Lot 304 Stormwater Management (3182)	98	Complete
22	Heavy Load Pads Berth 12 (1137)	2,118	Complete
23	Main Line Rail Survey and Replacement (1141)	811	Complete
24	Mobile Crane - DMT (3156)	3,250	Complete
25	Rehabilitation of Portions of Dunmar - Police HQ (3144)	753	Complete

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND PORT ADMINISTRATION - LINE 11 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2017 Completions (cont'd)</u></b>			
<b><u>Dundalk Marine Terminal (cont'd)</u></b>			
26	Shed 4 Door Repair (3159)	7	Complete
<b><u>Facilities and Equipment</u></b>			
27	Crane Elevator Rehabilitation (3056)	164	Complete
28	Crane Harness Repair (3057)	105	Complete
29	Crane Trolley Rail Support System (3055)	171	Complete
30	Dump Truck FY 14 (3060)	403	Complete
31	Emergency Crane repair Crane Diesel # 8 DMT (3234)	46	Complete
32	Fender Replacement Program (3147)	690	Complete
33	Loaders (2) and Back Hoe (1) (3068)	755	Complete
34	Maintenance Boat (3063)	252	Complete
35	Mobile Restroom Trailers (3064)	146	Complete
36	Paceco Crane Rehabilitation (3066)	580	Complete
37	Rehabilitation of Big Red Crane (3065)	417	Complete
38	Replace Electrical Crane 11 - DMT (3059)	412	Complete
39	Specialized Vehicles - Dump Truck, Welder and Loader (3067)	367	Complete
<b><u>Masonville Auto Terminal</u></b>			
40	Berth 4 Approach Slab Reconstruction (1747)	2,556	Complete
41	Fairfield Building HVAC Replacement (1749)	196	Complete
42	Kurt Iron Environmental Phase I - Clean-up (1210)	1,664	Complete
<b><u>Open-Ended Consulting</u></b>			
43	Comprehensive Facility Inspection Diving (1725)	463	Complete
44	Construction Management Inspection FY 13 - FY14 (1270)	4,001	Complete

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND PORT ADMINISTRATION - LINE 11 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2017 Completions (cont'd)</u></b>			
<b><u>Open-Ended Consulting (cont'd)</u></b>			
45	Drainage Improvement Design DMT (1274)	550	Complete
46	Engineering Survey Consultants (1241)	59	Complete
47	Howard Street Tunnel Design review (1266)	96	Complete
48	Portwide Egeeneering & Design FY 11 - STV (1259)	1,419	Complete
49	Portwide Egeeneering & Design FY 11 - Moffat & Nichols (1257)	2,675	Complete
50	Portwide Engineering & Design FY 11 - WBCM (1256)	3,000	Complete
51	Portwide Engineering & Design FY 11 - WRA (1258)	1,802	Complete
52	Portwide Engineering Design FY 13 - FY 15 JMT (1263)	2,962	Complete
53	Portwide Engineering Design FY 13 - FY 15 M&N (1261)	3,749	Complete
54	Portwide Engineering Design FY 13 - FY 15 RK&K (1264)	2,718	Complete
55	Portwide Engineering Design FY 13 - FY WBCM (1262)	2,897	Complete
<b><u>Port - Wide</u></b>			
56	Open Ended Studies - Planning (3112)	554	Complete
<b><u>Security Projects</u></b>			
57	CCTV Access Control Cyber Vulnerability Assessment (1932)	130	Complete
<b><u>World Trade Center</u></b>			
58	ADA Restroom Renovations (3400)	208	Complete
59	Emergency Heating Repairs at World Trade Center (3455)	131	Complete
60	LAN Room Cooling and Emergency Power (3481)	329	Complete
61	New Roof Deck & Guardrail Waterproofing (1523)	666	Complete
62	Rehbilitation of Shaft # 1 - WTC (3452)	258	Complete
63	Relocated Security/Safety & Bldg System to Command Cen. (3450)	362	Complete

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND PORT ADMINISTRATION - LINE 11 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2017 Completions (cont'd)</u>			
<u>World Trade Center (cont'd)</u>			
64	Seal WTC Building Columns (3490)	1,028	Complete
65	Storm Drain Cover Replacement - WTC (3470)	144	Complete



**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND PORT ADMINISTRATION - LINE 11 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2018 and 2019</u></b>			
<b><u>All Terminals</u></b>			
66	Environmental Remediation (1400)	232	Ongoing
67	Open Ended Building Maintenance Contract (1832)	2,130	Ongoing
68	Agency Wide Building Repairs V (1854)	2,000	Spring, 2018
69	Agency Wide Substructure Repair VII (1865)	3,500	Spring, 2018
70	Utility Installation Program (1837)	3,975	Spring, 2018
71	Concrete Deck Repair IV (1838)	300	Summer, 2017
72	Stormwater Construction and Retrofit Program (1411)	1,300	Summer, 2017
73	Agency Wide Berth Substructure Repairs VI (1839)	1,133	Underway
74	Algae Bio Gas Demonstration Project (1870)	250	Underway
75	Environmental Mitigation Maintenance (1743)	100	Underway
76	EPC Capital Projects (1829)	800	Underway
77	Hawkins Point O&M (1707)	817	Underway
78	Paving Repairs IX (1842)	5,541	Underway
79	Storm Water Pollution Prevention (1410)	9	Underway
<b><u>Dredging - General</u></b>			
80	SHA Support (5005)	100	Underway
<b><u>Dundalk Marine Terminal</u></b>			
81	Crane 10 and Water Tower Demolition (3168)	1,200	Fall, 2017
82	Lot 95 Stormwater Retrofit (3184)	400	Fall, 2017
83	Berth 1 New Mooring Dolphin (1016)	1,500	Spring, 2018
84	Demolition of 96 D Hanger & Police Bldg (3145)	1,240	Underway
85	DMT Berth 11 & 12 Deck and Beam Replacement (3167)	3,350	Underway
86	DMT C Street Drainage Improvements (1150)	5,545	Underway
87	Dunmar South HVAC Upgrades (3166)	500	Underway

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND PORT ADMINISTRATION - LINE 11 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2018 and 2019 (cont'd)</u></b>			
<b><u>Dundalk Marine Terminal (cont'd)</u></b>			
88	Facility Inventory Control Bldg, Demo Bldg 91C (1140)	3,500	Underway
89	Repair Floor Shed 4 (1175)	188	Underway
<b><u>Facilities and Equipment</u></b>			
90	Sprinkler Repairs (3038)	200	Ongoing
91	Facility Capital Equipment (3233)	600	Underway
92	Railroad Crane Inspection and Construction (3106)	860	Underway
<b><u>Masonville Auto Terminal</u></b>			
93	Kurt Iron Slip Wick Drains (2716)	700	Fall, 2017
94	Kurt Iron Slip Vessel Removal (2715)	400	Spring, 2018
95	Masonville Terminal Access Road Upgrades (2718)	750	Spring, 2019
96	Barge Grouting at Fairfield Terminal (2717)	300	Underway
<b><u>North Locust Point</u></b>			
97	NLP Lots Redevelopment (1815)	3,500	Spring, 2018
98	Pier 10 Stabilization (1659)	500	Summer, 2018
<b><u>Open-Ended Consulting</u></b>			
99	GIS CATS - II (1852)	800	Spring, 2018
100	Construction Management and Inspection FY 15-17 O&L (1273)	336	Underway
101	Construction Management Insp. FY 15 -17 (1271)	1,400	Underway
102	Construction Management Inspection FY 15-17 WRA (1272)	600	Underway
103	Facility Inspection Diver V (1841)	196	Underway

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND PORT ADMINISTRATION - LINE 11 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2018 and 2019 (cont'd)</u></b>			
<b><u>Open-Ended Consulting (cont'd)</u></b>			
104	GIS Deployment (1851)	260	Underway
105	Inspection Surveys (1827)	200	Underway
106	Open Ended Engineering IT Services (1853)	300	Underway
107	Portwide Engineering & Design FY 16 STV (1278)	1,200	Underway
108	Portwide engineering and Design FY 16 WBCM (1277)	1,900	Underway
109	Portwide Engineering and Design FY 16 WRA (1279)	1,200	Underway
110	Portwide Engineering and Design JMT (1276)	2,240	Underway
111	Portwide Engineering and Design M&N (1275)	2,400	Underway
<b><u>Port - Wide</u></b>			
112	Broening Highway Project Support (3212)	2,000	Spring, 2018
113	CTIPP Equipment (3124)	582	Underway
114	Fiber Cable Installation from DMT to FSK/MdTA (3213)	310	Underway
115	IT Database Infrastructure Implementation Support (3115)	360	Underway
116	Network Infrastructure Wifi Access Expansion (3210)	130	Underway
117	Open Ended Planning Studies JM (3501)	380	Underway
118	Open Ended Planning Studies TEMS (3502)	140	Underway
119	Telecommunications Network & Voicemail System Upgrade (3211)	150	Underway
120	Vessel Berth Tracking and Management System (3214)	600	Underway
<b><u>Security Projects</u></b>			
121	DMT POV Gate Entrance Barrier Upgrade (1934)	350	Underway
122	Security Program Upgrades (1910)	65	Underway
123	Security Systems Integration (1940)	500	Underway

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND PORT ADMINISTRATION - LINE 11 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2018 and 2019 (cont'd)</u></b>			
<b><u>South Locust Point</u></b>			
124	Paving the Fruit Slip (1648)	2,300	Fall, 2017
125	Signage on McComas Street (1647)	50	Underway
<b><u>World Trade Center</u></b>			
126	Tenant Renovation - Meridian WTC (3107)	1,477	Underway
127	Transformer Replacment - WTC Tenants (3480)	100	Underway
128	WTC Restroom Renovations (3454)	399	Underway