

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	53.1	82.1	109.1	100.8	108.9	62.3	516.3
System Preservation Minor Projects	36.7	29.8	39.7	37.1	35.4	23.4	202.1
<b><u>Development &amp; Evaluation Program</u></b>	<u>6.9</u>	<u>10.0</u>	<u>11.6</u>	<u>11.5</u>	<u>9.7</u>	<u>2.2</u>	<u>51.9</u>
SUBTOTAL	96.7	121.9	160.4	149.4	154.0	87.9	770.3
<b><u>Capital Salaries, Wages &amp; Other Costs</u></b>	<u>4.8</u>	<u>5.0</u>	<u>5.1</u>	<u>5.2</u>	<u>5.2</u>	<u>5.0</u>	<u>30.5</u>
TOTAL	101.5	127.0	165.5	154.6	159.3	92.9	800.7
Special Funds	91.7	124.8	164.0	154.6	159.3	92.9	787.3
Federal Funds	9.8	2.1	1.6	-	-	-	13.5



**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 passive public recreation and 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		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	0	0	0	0	0	0	0	0	0	0
Engineering	7,870	7,357	62	150	51	150	100	0	513	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	98,830	73,690	4,040	4,667	6,352	6,395	2,655	1,031	25,140	0
Total	106,700	81,047	4,102	4,817	6,403	6,545	2,755	1,031	25,653	0
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 dredged 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  
Dredged Material Program -- Line 11

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

**SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP:** Program decreased by \$196M 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 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	31,408	19,826	941	2,118	2,477	2,483	3,213	350	11,582	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	577,389	382,140	25,419	25,371	30,959	36,472	46,628	30,400	195,249	0
Total	608,797	401,966	26,360	27,489	33,436	38,955	49,841	30,750	206,831	0
Federal-Aid	5,947	700	5,247	0	0	0	0	0	5,247	0

5005, 5101, 5103, 5105, 5206, 5207, 5208, 5211, 5215, 5221, 5231, 5232, 5233, 5235, 5237, 5238, 5241, 5242, 5245, 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
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- 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. Phase III is scheduled to begin in FY 19.

**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 FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2017			2018	2019	.....2020.....	.....2021.....		.....2022.....	.....2023.....
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	56,768	25,557	0	3,435	18,568	9,208	0	0	31,211	0	0
Total	56,768	25,557	0	3,435	18,568	9,208	0	0	31,211	0	0
Federal-Aid	0	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

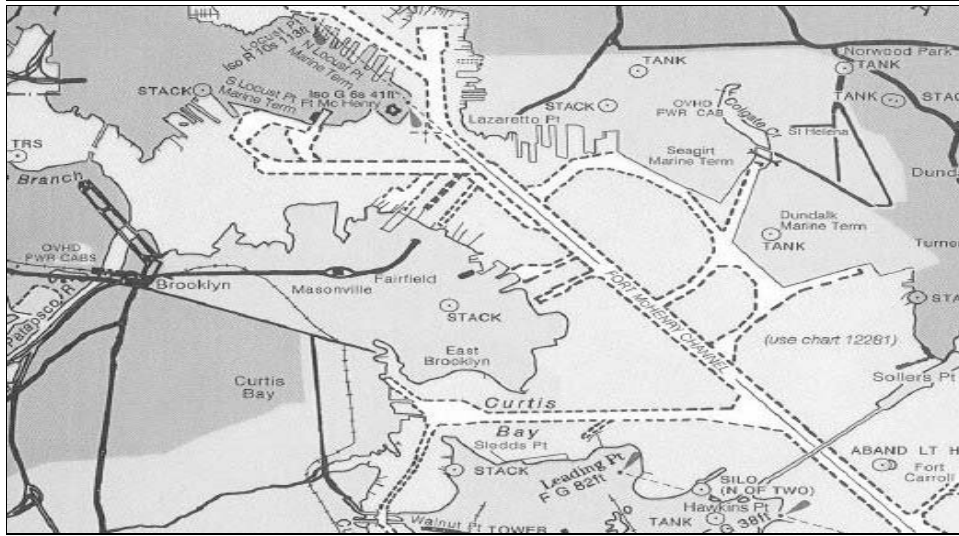
**EXPLANATION:** The improvements made at the South Locust Point Marine Terminal are for the comfort and convenience of cruise line passengers. These improvements spurred an increase in passenger demand and voyages from MPA facilities in the Port of Baltimore.

**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 \$1.6M primarily 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	8,198	5,484	1,259	1,455	0	0	0	0	2,714	0
Total	8,198	5,484	1,259	1,455	0	0	0	0	2,714	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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



**PROJECT:** Marine Terminal Property Acquisition

**DESCRIPTION:** Purchase parcel(s) of land adjacent to or in the vicinity of existing marine terminals at the Port of Baltimore.

**PURPOSE & NEED SUMMARY STATEMENT:** The desired parcels will allow for greater capacity at existing terminals and will be used to store autos and RoRo equipment for security processing or other space needs. Expanding existing terminals is more cost effective than building new terminals.

**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:** Purchase of property adjacent to the existing terminal allows the MPA to increase cargo activity in the Port of Baltimore. The increased activity will have a positive impact on local and state jobs.

**STATUS:** In FY 17, MPA acquired a substantial parcel of land at Point Breeze.

**SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP:** The acquisition of the Point Breeze property resulted in a net increase of approximately \$56M.

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	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	89,748	84,633	115	0	5,000	0	0	0	5,115	0	
Construction	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>89,748</b>	<b>84,633</b>	<b>115</b>	<b>0</b>	<b>5,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,115</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



**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  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:** 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	838	534	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	66,145	38,339	4,514	4,636	4,820	4,800	4,586	4,450	27,806	0	
Total	66,983	38,873	4,564	4,686	4,870	4,854	4,636	4,500	28,110	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 increase 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 20-year planning period of the State's DMMP. Expansion and raising the existing dikes at Cox Creek is necessary to create 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
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- 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:** This is the first year that Cox Creek DMCF has a separate sheet in the CTP. These costs were previously accounted for in the Dredged 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	3,978	2,872	2,000	50	50	50	50	5,072	0	
Right-of-way	1,011	1,011	0	0	0	0	0	0	0	0	
Construction	221,592	47,300	6,238	32,620	31,666	36,168	46,650	20,950	174,292	0	
Total	252,918	52,554	9,610	35,120	36,716	41,218	51,700	26,000	200,364	0	
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 was 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:**

**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	
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	48,660	37,984	2,576	4,000	4,100	0	0	0	10,676	0	
<b>Total</b>	<b>48,660</b>	<b>37,984</b>	<b>2,576</b>	<b>4,000</b>	<b>4,100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,676</b>	<b>0</b>	
Federal-Aid	10,000	2,920	4,080	1,926	1,074	0	0	0	7,080	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:** Water transmission and distribution lines are complete and in-home connections are underway. The DMCF began receiving dredged material in late 2017.

**SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP:** None.

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	14,011	8,368	4,549	1,094	0	0	0	0	5,643	0
Total	14,011	8,368	4,549	1,094	0	0	0	0	5,643	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**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: <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			FOR PLANNING PURPOSES ONLY					
			2018	2019	.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	33,897	26,168	3,020	2,622	695	672	700	20	7,729	0
Engineering	66,757	22,627	3,835	7,404	10,891	10,780	9,040	2,180	44,130	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>100,654</b>	<b>48,795</b>	<b>6,855</b>	<b>10,026</b>	<b>11,586</b>	<b>11,452</b>	<b>9,740</b>	<b>2,200</b>	<b>51,859</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 has decreased by \$55M primarily due to completed projects being removed.

5217, 5220, 5224, 5401, 5402, 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	Paving Repair VIIIA (1845)	187	Complete
2	Paving Repairs VIII-B (1846)	370	Complete
<b><u>Dundalk Marine Terminal</u></b>			
3	Berth 1&2 Cut Off Wall (3180)	2,323	Complete
4	Building 91A HVAC Replacement - EPC Program (3135)	190	Complete
5	DMT Variable Message Sign Replacement (3164)	261	Complete
6	Dundalk Marine Terminal Lot 304 Stormwater Management (3182)	98	Complete
<b><u>Facilities and Equipment</u></b>			
7	Paceco Crane Rehabilitation (3066)	580	Complete
8	Specialized Vehicles - Dump Truck, Welder and Loader (3067)	367	Complete
<b><u>Open-Ended Consulting</u></b>			
9	Comprehensive Facility Inspection Diving (1725)	462	Complete
10	Construction Management Inspection FY 13 - FY14 (1270)	4,001	Complete
11	Drainage Improvement Design DMT (1274)	548	Complete
12	Howard Street Tunnel Design review (1266)	18	Complete
13	Portwide Engineering & Design FY 11 - STV (1259)	1,419	Complete
14	Portwide Engineering & Design FY 11 - WBCM (1256)	2,972	Complete
15	Portwide Engineering & Design FY 11 - WRA (1258)	1,802	Complete
16	Portwide Engineering Design FY 13 - FY WBCM (1262)	2,928	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>Security Projects</u></b>			
17	CCTV Access Control Cyber Vulnerability Assessment (1932)	130	Complete
18	CCTV Video Analytics (1931)	1,009	Complete
19	Cruise Terminal Sonar Sustainability (1920)	109	Complete
<b><u>World Trade Center</u></b>			
20	EPC Miscellaneous Projects (3453)	54	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>			
21	Open Ended Building Renovation Contract (1832)	1,299	Ongoing
22	Agency Wide Building Repairs V (1854)	1,000	Spring, 2018
23	Utility Installation Program (1837)	1,000	Spring, 2018
24	Agency Wide Berth Substructure Repairs VI (1839)	1,412	Underway
25	Agency Wide Substructure Repair VII (1865)	2,500	Underway
26	Concrete Deck Repair IV (1838)	300	Underway
27	EPC Capital Projects (1829)	1,679	Underway
28	Paving Repairs IX (1842)	5,701	Underway
<b><u>Dundalk Marine Terminal</u></b>			
29	Berth 1 New Mooring Dolphin (1016)	500	Spring, 2018
30	Crane 10 and Water Tower Demolition (3168)	600	Underway
31	Demolition of 96 D Hanger & Police Bldg (3145)	1,240	Underway
32	DMT Berth 11 & 12 Deck and Beam Replacement (3167)	3,508	Underway
33	DMT C Street Drainage Improvements (1150)	6,470	Underway
34	DMT POV Gate Entrance Barrier Upgrade (1934)	213	Underway
35	Dunmar South HVAC Upgrades (3166)	550	Underway
36	Facility Inventory Control Bldg, Demo Bldg 91C (1140)	3,323	Underway
37	Repair Floor Shed 4 (1175)	188	Underway
<b><u>Facilities and Equipment</u></b>			
38	Sprinkler Repairs (3038)	230	Ongoing
39	Facility Capital Equipment (3233)	600	Underway
40	Loaders (2) and Back Hoe (1) (3068)	311	Underway
41	Railroad Crane Inspection and Construction (3106)	960	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>Masonville Auto Terminal</u></b>			
42	Kurt Iron Slip Vessel Removal (2715)	400	Spring, 2018
43	Kurt Iron Slip Stormwater management (2714)	1,000	Spring, 2019
44	Masonville Terminal Access Road Upgrades (2718)	400	Spring, 2019
45	Barge Grouting at Fairfield Terminal (2717)	877	Underway
46	Kurt Iron Slip Wick Drains (2716)	400	Underway
<b><u>North Locust Point</u></b>			
47	NLP Lots Redevelopment (1815)	1,000	Summer, 2018
48	Pier 10 Stabilization (1659)	500	Summer, 2018
<b><u>Open-Ended Consulting</u></b>			
49	Construction Management and Inspection FY 15-17 O&L (1273)	462	Underway
50	Construction Management Insp. FY 15 -17 (1271)	1,242	Underway
51	Construction Management Inspection FY 15-17 WRA (1272)	674	Underway
52	Facility Inspection Diver V (1841)	180	Underway
53	GIS CATS - II (1852)	800	Underway
54	GIS Deployment (1851)	336	Underway
55	Inspection Surveys (1827)	177	Underway
56	Open Ended Engineering IT Services (1853)	432	Underway
57	Portwide Engineering & Design FY 16 STV (1278)	1,609	Underway
58	Portwide engineering and Design FY 16 WBCM (1277)	2,699	Underway
59	Portwide Engineering and Design FY 16 WRA (1279)	1,529	Underway
60	Portwide Engineering and Design JMT (1276)	2,566	Underway
61	Portwide Engineering and Design M&N (1275)	2,261	Underway
62	Portwide Engineering Design FY 13 - FY 15 JMT (1263)	67	Underway
63	Portwide Engineering Design FY 13 - FY 15 M&N (1261)	104	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>			
64	Portwide Engineering Design FY 13 - FY 15 RK&K (1264)	161	Underway
<b><u>Port - Wide</u></b>			
65	Broening Highway Project Support (3212)	2,000	Spring, 2018
66	CTIPP Equipment (3124)	763	Underway
67	Fiber Cable Installation from DMT to FSK/MdTA (3213)	310	Underway
68	IT Database Infrastructure Implementation Support (3115)	270	Underway
69	Network Infrastructure Wifi Access Expansion (3210)	190	Underway
70	Open Ended Planning Studies JM (3501)	240	Underway
71	Telecommunications Network & Voicemail System Upgrade (3211)	250	Underway
72	Vessel Berth Tracking and Management System (3214)	600	Underway
<b><u>Safety, Environment and Risk Management</u></b>			
73	CMAQ Dray Truck Program (1831)	16	Ongoing
74	Environmental Remediation (1400)	425	Ongoing
75	Hawkins Point O&M (1707)	762	Ongoing
76	Algae Bio Gas Demonstration Project (1870)	290	Underway
77	Environmental Mitigation Maintenance (1743)	100	Underway
78	FMC Property Masonville Ph Env Assesmen (1285)	200	Underway
79	Lot 95 Stormwater Retrofit (3184)	400	Underway
80	Stormwater Construction and Retrofit Program (1411)	1,050	Underway
<b><u>Security Projects</u></b>			
81	Cyber Vulnerability Assessment II (1933)	290	Summer, 2018
82	Security Systems Integration (1940)	197	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>			
83	Paving the Fruit Slip (1648)	1,600	Underway
84	Signage on McComas Street (1647)	50	Underway
<b><u>World Trade Center</u></b>			
85	Hot Water Recirculation Repairs (3456)	135	Summer, 2018
86	Chiller Replacement & Cooling Tower - WTC (3430)	25	Underway
87	Tenant Renovation - Meridian WTC (3107)	1,876	Underway
88	Transformer Replacment - WTC Tenants (3480)	107	Underway
89	World Trade Center Columnar Lights (3440)	375	Underway
90	WTC Restroom Renovations (3454)	485	Underway