

MARYLAND DEPARTMENT OF TRANSPORTATION

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MARYLAND PORT ADMINISTRATION

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

	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
Major Projects	90.7	164.7	239.4	193.8	188.9	53.9	931.4
System Preservation Minor Projects	32.2	25.2	41.7	22.4	14.7	19.0	155.1
<b><u>Development &amp; Evaluation Program</u></b>	<u>9.3</u>	<u>11.1</u>	<u>9.0</u>	<u>6.0</u>	<u>2.9</u>	<u>4.0</u>	<u>42.3</u>
SUBTOTAL	132.2	200.9	290.1	222.2	206.5	76.9	1,128.9
<b><u>Capital Salaries, Wages &amp; Other Costs</u></b>	<u>5.3</u>	<u>5.4</u>	<u>5.2</u>	<u>5.0</u>	<u>5.0</u>	<u>5.0</u>	<u>30.9</u>
TOTAL	137.5	206.3	295.4	227.2	211.5	81.9	1,159.8
Special Funds	112.5	106.4	173.7	107.7	96.5	81.9	678.9
Federal Funds	3.9	36.2	36.0	34.5	35.5	-	146.1
Other Funds	21.0	63.7	85.7	85.0	79.5	-	334.8



**PROJECT:** Hart-Miller Island Related Projects

**DESCRIPTION:** Hart Miller Island is a 1,140-acre island located in Baltimore County that was formerly used for placement of dredged material from the shipping channels for the Port of Baltimore. The site operated from 1984 and ceased accepting dredged material in 2009. The southern portion of the site is open for passive recreation, and MDOT MPA is coordinating with the Department of Natural Resources on the development of the northern portion for wildlife habitat.

**PURPOSE & NEED SUMMARY STATEMENT:** During its operational life, Hart Miller Island was necessary to enable dredging of the shipping channels for the Port of Baltimore. The current work is necessary to complete the redevelopment of the site for public and ecological benefit.

**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 Placement Monitoring -- Line 2  
Dredged Material Program -- Line 12

**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 2019 - 24 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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	7,606	7,550	56	0	0	0	0	0	56	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	100,698	79,885	3,631	3,480	3,400	3,400	3,482	3,420	20,813	0
<b>Total</b>	<b>108,304</b>	<b>87,435</b>	<b>3,687</b>	<b>3,480</b>	<b>3,400</b>	<b>3,400</b>	<b>3,482</b>	<b>3,420</b>	<b>20,869</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5002, 5003, 5004



**PROJECT:** Dredged Material Placement and Monitoring

**DESCRIPTION:** This program supports the placement, monitoring and management of material dredged from the shipping channels for the Port of Baltimore. Costs associated with this program enable design and construction of containment sites, monitoring during and after placement, site operations at dredged material facilities, and innovative and beneficial reuse of dredged material.

**JUSTIFICATION:** The Governor's Strategic Plan for Dredged Material Management identifies either specific sites and projects, or types of sites and projects for future dredged material placement. This program funds the development, construction and monitoring of selected dredged material management sites and projects to maintain the navigation channels that help the Port 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 12

**STATUS:** MDOT MPA continues to evaluate alternative dredged material placement sites and options. The Masonville and Cox Creek Dredged Material Containment Facilities and the Poplar Island Ecosystem Restoration project are accepting dredged material.

**SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP:** There was a \$2.0M increase due to increased dredging costs.

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 2019			2021	2022	2023	2024		
Planning	25,791	11,836	2,952	2,763	4,644	2,026	870	700	13,955	0
Engineering	3,210	0	1,541	1,622	47	0	0	0	3,210	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	621,284	416,907	23,967	29,020	48,502	31,231	43,157	28,500	204,377	0
Total	650,285	428,743	28,460	33,405	53,193	33,257	44,027	29,200	221,542	0
Federal-Aid	14,808	5,898	2,000	3,960	2,950	0	0	0	8,910	0

5005, 5007, 5101, 5103, 5105, 5206, 5208, 5221, 5231, 5232, 5235, 5237, 5241, 5245, 5246, 5260, 5418



**PROJECT:** Reconstruction Berths 1- 6 at Dundalk Marine Terminal - 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.

**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:

- |   |   |
|---|---|
| <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 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. Work on Phase III should start in FY 21.

**SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP:** Total project costs increased by \$2.3M due to changes in scope to enhance resiliency.

**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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2022....	....2023....	....2024....	....2025....			
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	53,829	20,829	0	6,780	19,300	6,920	0	0	33,000	0	
Total	53,829	20,829	0	6,780	19,300	6,920	0	0	33,000	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



**PROJECT:** Seagirt Marine Terminal Modernization - Phase 1 - Berth Improvements

**DESCRIPTION:** Phase One will improve Seagirt Marine Terminal Berth 3 which will provide a second 50-foot deep berth at the Seagirt Marine Terminal (SMT). Phase Two of the project includes deepening and widening the remainder of the west access channel, known as the Seagirt Loop Channel.

**PURPOSE & NEED SUMMARY STATEMENT:** This project is necessary to remain competitive with other East Coast ports by increasing the number of deep berths available at SMT. Increasing the efficiency and safety of large container vessels entering and exiting SMT is required to remain competitive. As the world's fleet evolved to larger ships. This project also leverages third party funds of approximately \$18.4M

**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:**

Seagirt Marine Terminal Modernization - Phase 2 Loop Channel Improvements (Line 13)

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

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

**EXPLANATION:** Having a second deep water berth at Seagirt will allow more frequent calls from the large container ships. It is estimated that the impact of the increased terminal capacity could contribute to approximately 1950 direct, induced and indirect jobs resulting in an increase of \$195 million in Total Economic activity.

**STATUS:** MDOT MPA is partnering with Ports America Chesapeake in a Public Private Partnership that has received a \$6.6M grant BUILD grant through USDOT - MARAD.

**SIGNIFICANT CHANGE FROM FY 2019 - 24 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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	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	32,939	0	11,031	14,433	7,475	0	0	0	32,939	0
Total	32,939	0	11,031	14,433	7,475	0	0	0	32,939	0
Federal-Aid	6,555	0	0	6,555	0	0	0	0	6,555	0

This includes funding from Ports America Chesapeake in the amount of \$18.4M.



**PROJECT:** South Locust Point Cruise Terminal

**DESCRIPTION:** Cruise lines operate international excursions out of MPA facilities. A total of 94 departures are scheduled for the 2019 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; expanded Customs and Border Protection inspection area and erecting a 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 2019 - 24 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 2019			2020	2021	.....2022.....	.....2023.....		
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	8,297	7,513	784	0	0	0	0	0	784	0
Total	8,297	7,513	784	0	0	0	0	0	784	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 2019 - 24 CTP:** Total project costs have increased by approximately \$4.0M for the addition of FY 25 costs.

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 2019			FOR PLANNING PURPOSES ONLY	.....2022.....	.....2023.....	.....2024.....			.....2025.....
Planning	823	569	50	54	50	50	50	0	254	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	72,888	46,191	4,541	4,320	4,636	4,750	4,450	4,000	26,697	0	
Total	73,711	46,760	4,591	4,374	4,686	4,800	4,500	4,000	26,951	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 MDOT MPA. The expansion will increase the capacity for the placement of dredged material from the shipping channels for the Port of Baltimore as part of the State's 20-Year Dredged Material Management Plan (DMMP). The dikes at the existing DMCF are also being raised as part of the expansion.

**PURPOSE & NEED SUMMARY STATEMENT:** Placement capacity for dredged material from Baltimore Harbor is currently provided by the existing Cox Creek and Masonville DMCFs. The capacity that is currently available is not adequate to accommodate necessary dredging of the shipping channels for the Port of Baltimore over the 20-year planning period of the State's DMMP. Expansion and raising of the existing dikes at Cox Creek are 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
- 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:** Construction of the foundation for the dike raising will commence this year and engineering designs for the dike raising are currently being completed. Dredged material placement is planned to continue during the construction.

**SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP:** Overall project costs have decreased approximately \$25M due to mandated increased operating and capital spending and lowered fuel tax revenue.

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 2019			2020	2021	.....2022.....	.....2023.....			.....2024.....
Planning	765	765	0	0	0	0	0	0	0	0	
Engineering	6,850	6,850	0	0	0	0	0	0	0	0	
Right-of-way	1,011	1,011	0	0	0	0	0	0	0	0	
Construction	232,812	85,985	29,631	21,788	34,053	21,560	22,475	17,320	146,827	0	
<b>Total</b>	<b>241,438</b>	<b>94,611</b>	<b>29,631</b>	<b>21,788</b>	<b>34,053</b>	<b>21,560</b>	<b>22,475</b>	<b>17,320</b>	<b>146,827</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 (Beverley Slip) and South Locust Point terminals (Fruit Slip). Additionally the derelict Pier 5 at Fairfield terminal was 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.

**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 and provide additional land for cargo operations.

**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:**

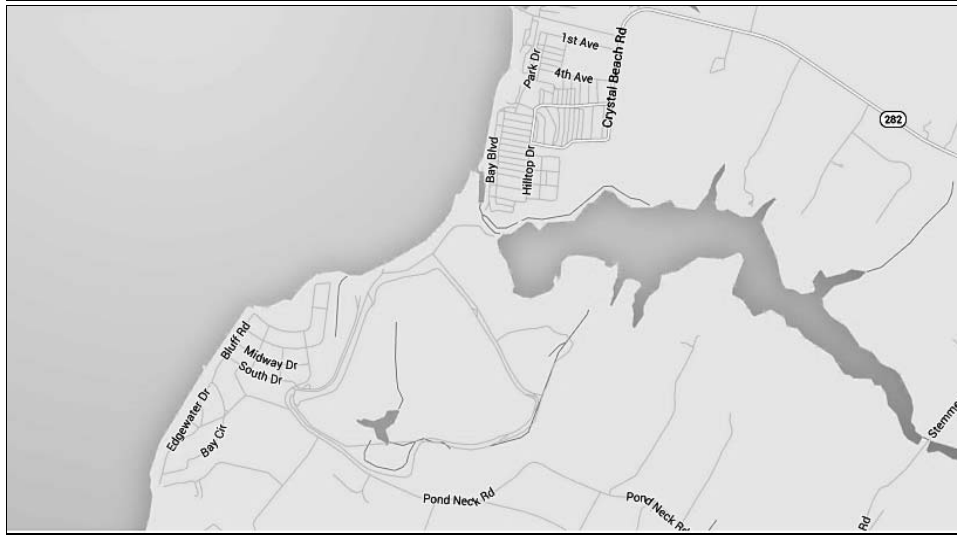
None

**STATUS:** Open for Service.

**SIGNIFICANT CHANGE FROM FY 2019 - 24 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 2019			YEAR 2020	YEAR 2021	.....2022.....	.....2023.....			.....2024.....
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	48,890	46,922	1,968	0	0	0	0	0	1,968	0	0
Total	48,890	46,922	1,968	0	0	0	0	0	1,968	0	0
Federal-Aid	10,000	9,171	829	0	0	0	0	0	829	0	0

2711, 2712, 5239



**PROJECT:** Pearce Creek Waterline Project

**DESCRIPTION:** The project will construct a waterline from the Town of 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 has been funded and construction has been completed 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:** Open For Service.

**SIGNIFICANT CHANGE FROM FY 2019 - 24 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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
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	13,451	560	0	0	0	0	0	560	0	
Total	14,011	13,451	560	0	0	0	0	0	560	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



**PROJECT:** Howard Street Tunnel Project (INFRA GRANT)

**DESCRIPTION:** The project consists of reconstructing the 125-year-old Howard Street Tunnel in Baltimore and improving the vertical clearance at 22 bridges between Baltimore and Philadelphia to create a double-stack rail corridor to and from the Port of Baltimore and along the entire East Coast. The project was added to the CTP following the September 2019 INFRA award from the US Department of Transportation

**PURPOSE & NEED SUMMARY STATEMENT:** The project is needed to provide a more efficient way to move containerized cargo to and from the Port of Baltimore. The improved tunnel will allow the Port to attract more containers, resulting in additional jobs and economic growth for the region.

**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 project will create double-stack rail access to and from the Port of Baltimore which will result in significant public benefits such as reduced highway congestion, increased roadway safety, decreased fuel consumption and improved air quality. Not only will the project address a long-standing bottleneck in the national rail network, but the improvements will be undertaken in a cost-effective manner with minimal impact to the public and the environment.

**STATUS:** MDOT MPA is working with CSX and the Federal Railroad Administration to complete pre-construction activities such as NEPA approval, engineering and permitting in 2020. Construction is expected to begin in 2021.

**SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP:** Added to the Construction Program.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input checked="" type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER					SIX	BALANCE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	4,500	2,500	2,000	0	0	0	0	0	2,000	0	
Engineering	8,000	0	8,000	0	0	0	0	0	8,000	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	453,500	22,500	0	80,300	117,300	118,950	114,450	0	431,000	0	
Total	466,000	25,000	10,000	80,300	117,300	118,950	114,450	0	441,000	0	
Federal-Aid	128,000	0	0	25,000	33,000	34,500	35,500	0	128,000	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:**  SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019			FOR PLANNING PURPOSES ONLY					
			2020	2021	.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	42,571	33,798	2,371	1,372	700	2,164	1,216	950	8,773	0
Engineering	64,981	31,460	6,935	9,680	8,338	3,868	1,700	3,000	33,521	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>107,552</b>	<b>65,258</b>	<b>9,306</b>	<b>11,052</b>	<b>9,038</b>	<b>6,032</b>	<b>2,916</b>	<b>3,950</b>	<b>42,294</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP:** This program increased by \$3.7M due to additional funding in FY25.

5217, 5220,  
5224,5252,5401,5402,5419,5420,5421,5422,5423,5425,  
5426,5427



**PROJECT:** Seagirt Marine Terminal Modernization - Phase 2 Loop Channel Improvements

**DESCRIPTION:** This is phase two of the Seagirt Modernization project. Phase two widens and deepens the loop channel to facilitate improved access at Seagirt Marine Terminal for the larger container ships that are now calling on East Coast ports. Phase one consisted of deepening a second berth and landside improvements at Seagirt Marine Terminal Berth 3.

**JUSTIFICATION:** This project is necessary to remain competitive with other East coast ports by improving access to Seagirt Marine Terminal. This will also improve safety for ships entering and exiting the Seagirt Marine Terminal.

**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:**

Seagirt Marine Terminal Modernization - Phase 1 - Berth Improvements-(Line 4)

**STATUS:** Studies are underway to widen and deepen the channel to Seagirt Marine Terminal.

**SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP:** Project cost increased \$31.9M due to estimates added to balance to complete.

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 2019			YEAR 2020	YEAR 2021	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	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	32,305	0	0	0	0	0	0	0	0	32,305	0
Total	32,305	0	0	0	0	0	0	0	0	32,305	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND PORT ADMINISTRATION - LINE 14**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2019 Completions</u></b>			
<b><u>Dundalk Marine Terminal</u></b>			
1	Crane 10 and Water Tower Demolition ( 3168)	1,005	Complete
2	DMT C Street Drainage Improvements (1150)	9,698	Complete
3	DMT Variable Message Sign Replacement (3164)	284	Complete
<b><u>Open-Ended Consulting</u></b>			
4	Portwide Engineering Design FY 13 - FY 15 M&N (1261)	3,845	Complete
<b><u>Port - Wide</u></b>			
5	Fiber Cable Installation from DMT to FSK/MdTA (3213)	452	Complete
6	Network Infrastructure Wifi Access Expansion (3210)	48	Complete
<b><u>World Trade Center</u></b>			
7	Chiller Replacement & Cooling Tower - WTC (3430)	2,077	Complete
8	Transformer Replacment - WTC Tenants (3480)	222	Complete
9	World Trade Center Columnar Lights (3440)	350	Complete



**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND PORT ADMINISTRATION - LINE 14 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2020 and 2021</u></b>			
<b><u>All Terminals</u></b>			
10	Open Ended Building Renovation Contract (1832)	363	Complete
11	Stormwater Construction and Retrofit Program (1411)	868	Complete
12	Concrete Deck Repair ( 1843)	100	FY 2021
13	Agency Wide Berth Substructure Repairs VI (1839)	378	Underway
14	Agency Wide Building Repairs II (1854)	5,566	Underway
15	Agency Wide Substructure Repair V (1865)	4,492	Underway
16	Concrete Deck Repair IV (1838)	138	Underway
17	EPC Capital Projects (1829)	1,414	Underway
18	Paving Repairs (1842)	5,128	Underway
19	Utility Installation Program (1837)	2,000	Underway
<b><u>Dundalk Marine Terminal</u></b>			
20	DMT Berth 11 & 12 Deck and Beam Replacement (3167)	2,000	Underway
21	Dunmar South HVAC Upgrades (3166)	407	Underway
<b><u>Facilities and Equipment</u></b>			
22	Sprinkler Repairs (3038)	213	Ongoing
23	Facility Capital Equipment (3233)	569	Underway
24	Railroad Crane Inspection and Construction (3106)	1,168	Underway
<b><u>Masonville Auto Terminal</u></b>			
25	Kurt Iron Slip Stormwater management (2714)	1	Summer, 2020

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND PORT ADMINISTRATION - LINE 14 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2020 and 2021 (cont'd)</u></b>			
<b><u>North Locust Point</u></b>			
26	Pier 10 Stabilization (1659)	600	Underway
<b><u>Open-Ended Consulting</u></b>			
27	CMI FY 18 - FY 23 (1281)	3,000	Underway
28	Construction Management and Inspection FY 15-17 O&L (1273)	369	Underway
29	Construction Management Insp. FY 15 -17 (1271)	61	Underway
30	Construction Management Inspection FY 15-17 WRA (1272)	199	Underway
31	Facility Inspection Diver (1841)	194	Underway
32	GIS CATS - II (1852)	358	Underway
33	GIS Deployment (1851)	621	Underway
34	Inspection Surveys (1827)	325	Underway
35	Open Ended Engineering IT Services (1853)	290	Underway
36	Portwide Engineering & Design FY 16 STV (1278)	1,214	Underway
37	Portwide Engineering and Design Contracts (1286)	2,808	Underway
38	Portwide engineering and Design FY 16 WBCM (1277)	2,592	Underway
39	Portwide Engineering and Design FY 16 WRA (1279)	474	Underway
40	Portwide Engineering and Design JMT (1276)	1,769	Underway
41	Portwide Engineering and Design M&N (1275)	2,244	Underway
<b><u>Port - Wide</u></b>			
42	Dundalk Fiber Upgrade and Expansion (3216)	300	Summer, 2020
43	World Trade Center Fiber Upgrade and Expansion (3217)	400	Summer, 2020
44	Broening Highway Project Support (3212)	1,729	Underway
45	CTIPP Equipment (3124)	615	Underway
46	IT Database Infrastructure Implementation Support (3215)	190	Underway
47	Open Ended Planning Studies JM (3501)	133	Underway

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND PORT ADMINISTRATION - LINE 14 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2020 and 2021 (cont'd)</u></b>			
<b><u>Port - Wide (cont'd)</u></b>			
48	Telecommunications Network & Voicemail System Upgrade (3211)	197	Underway
<b><u>Safety, Environment and Risk Management</u></b>			
49	Environmental Remediation (1400)	253	Ongoing
50	Hawkins Point O&M (1707)	1,032	Ongoing
51	Mercedes Pond Rehabilitation -TMDL (1951)	101	Spring, 2021
52	Algae Bio Gas Demonstration Project (1870)	310	Underway
53	Low Emission Vehicles Upgrade (VW Settlement) (1961)	1,000	Underway
<b><u>Security Projects</u></b>			
54	Wave Camera System Replacement (1941)	150	Complete
55	CCTV Camera EOL Replacement (1779)	700	FY 2021
56	Port Security Grant Program (1791)	939	FY 2021
57	Cyber Vulnerability Assessment II (1933)	378	Underway
58	DMT POV Gate Upgrade (1912)	1,157	Underway
59	Port Security Grant Project 2018 (1942)	338	Underway
<b><u>South Locust Point</u></b>			
60	Paving the Fruit Slip (1648)	4,634	Spring, 2020
<b><u>World Trade Center</u></b>			
61	Tenant Renovation - Meridian WTC (3107)	923	Underway