



# Baltimore Harbor and Channels 50-Foot Project, Maryland and Virginia

U.S. ARMY CORPS OF ENGINEERS

FACT SHEET as of February 1, 2015

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**AUTHORIZATION:** River & Harbor Act (R&H Act) of 1917, and modified by the River and Harbor Acts of 1927, 1930, 1940, 1945, 1958 and 1970

**TYPE OF PROJECT:** Navigation

**CONTRIBUTION TO CHESAPEAKE BAY:** Directly contributes to achieving protection and restoration goals established by the 2009 Executive Order 13508 and the 2014 Chesapeake Bay Program Agreement goals for clean water.

**PROJECT PHASE:** Investigations - Feasibility

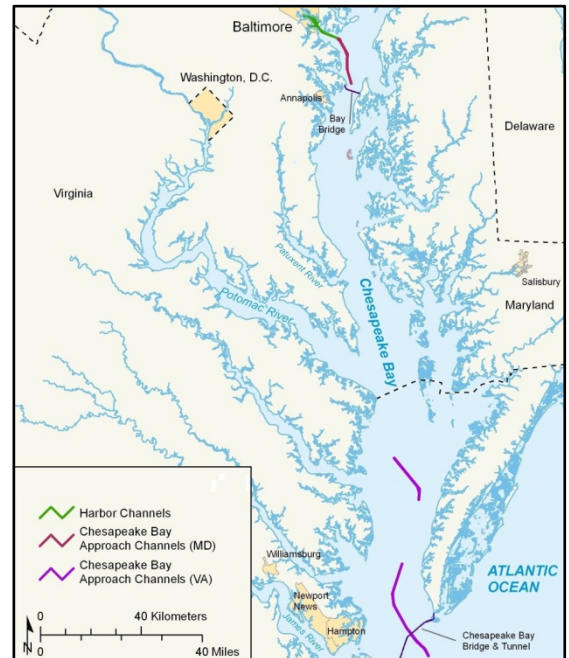
**CONGRESSIONAL INTEREST:** Senators **Mikulski** and **Cardin (MD)** and Representatives **Harris (MD-1)**, **Ruppersberger (MD-2)**, **Sarbanes (MD-3)**, **Hoyer (MD-5)**, and **Cummings (MD-7)**

**NON-FEDERAL SPONSOR:** Maryland Department of Transportation (Maryland Port Administration, MPA)

**BACKGROUND:** The Baltimore Harbor and Channels 50-Foot project is a single purpose deep draft navigation project located in the Maryland and Virginia waters of the Chesapeake Bay.

The project provides for a 50-foot deep main shipping channel from the Virginia Capes to Fort McHenry in Baltimore Harbor. In addition, the project includes the Curtis Bay Channel, the East Channel, and the West Channel which are dredged to depths of 50 feet, 49 feet, and 40 feet, respectively. Due to financial and dredged material placement capacity constraints at the time, several channel components of the 50-foot project were not constructed to the authorized widths during Phase I of implementation (completed in 1990). Two of the three 1000-foot wide Virginia channels were only constructed to a width of 800 feet, the 800-foot wide Maryland channels were only constructed to a width of 700 feet, and the 600-foot wide Curtis Bay Channel was only constructed to a width of 400 feet. Phase II of implementation was envisioned to construct the project channels to their authorized widths once sufficient funding and acceptable dredged material placement sites became available.

In February 2012, the non-federal sponsor requested that the Baltimore District execute Phase II of implementation and construct the project to the originally authorized channel dimensions. However, due to the lapse in time since the construction of Phase I of the project, a General Reevaluation Report (GRR) must be conducted to consider whether widening the existing project channels, according to the originally authorized plan, is still in the federal Interest and to allow for reformulation of the plan, as appropriate, to develop new alternatives.



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**STATUS:** The Feasibility Cost Sharing Agreement (FCSA) with the sponsor for the General Reevaluation Report (GRR) was executed on August 28, 2014. The ship simulation and economic components of the GRR are currently underway.

**BUDGET (\$):**

	<u>Investigation</u>	<u>Construction</u>
<u>Total Estimated Cost</u> <sup>1</sup>	\$2,200,000	\$ 899,900
Federal Cost Estimate	1,200,000	598,900
Non-Federal Cost	1,000,000	301,000
 <u>Federal Funds Data</u>		
Allocation thru FY 2013	1,000	598,900
Allocation for FY 2014	400,000	0
President's Budget FY 2015 <sup>2</sup>	600,000	0
Allocation for FY 2015 <sup>3</sup>	TBD	0
Balance to Complete	199,000	0

**NOTES:**

<sup>1</sup>Total Estimated Cost is for the ongoing GRR efforts and does not present sunk costs for previously completed and in service portions of the authorized project.

<sup>2</sup>The President typically sends the budget to Congress in February each year. Upon release, budget amounts for the USACE Civil Works programs and specified projects are posted online at the HQUSACE website in a Program Budget Press Book at <http://www.usace.army.mil/Missions/CivilWorks/Budget.aspx>.

<sup>3</sup>The final FY 2015 allocation amounts will be made available upon final approval pursuant to the Energy and Water Appropriations Act's continuing funding requirements.

**SCHEDULE:**

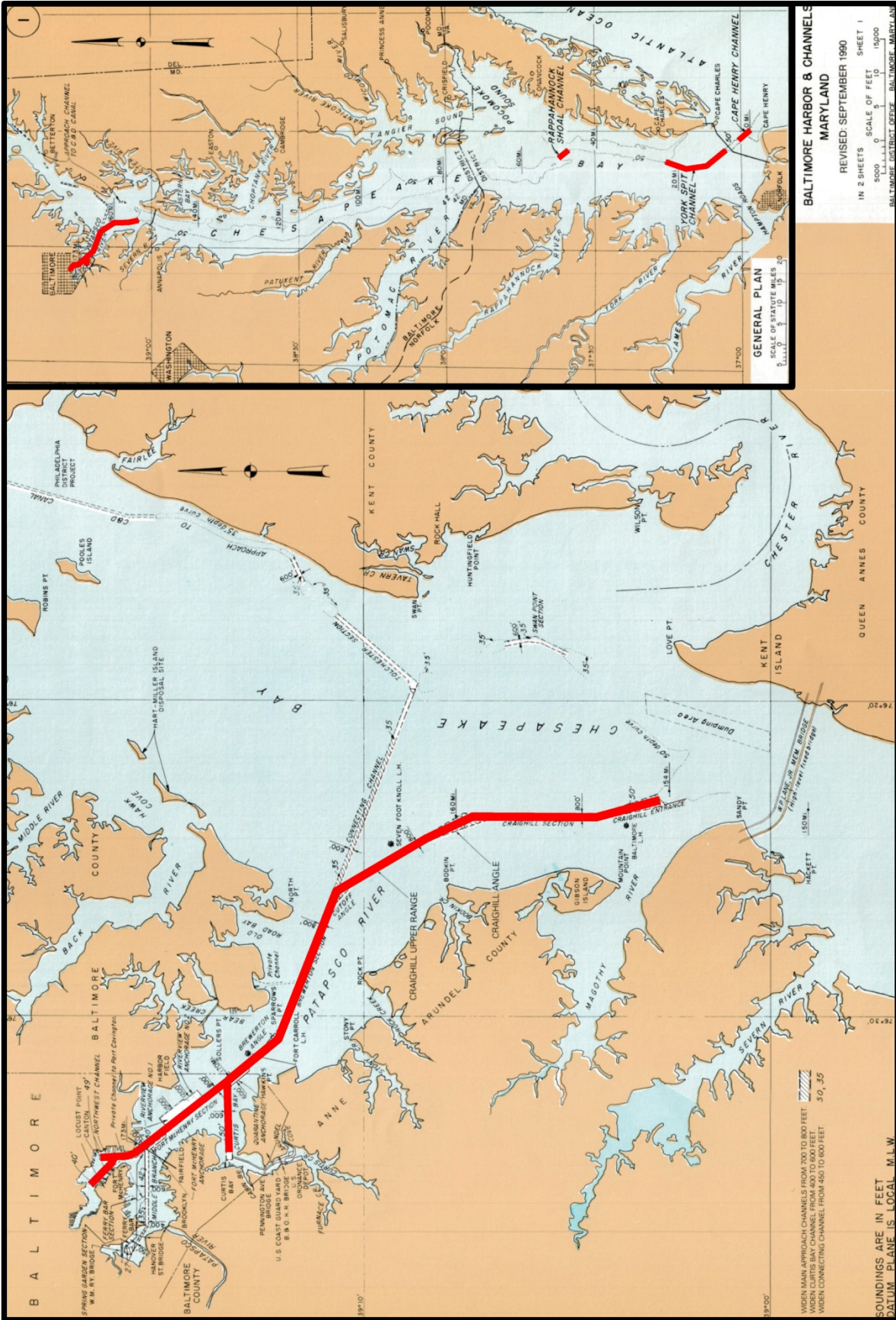
FY 2014 Completed Work: With the funding received the PMP for the GRR was completed, the FCSA for the GRR was executed, and the GRR was initiated.

FY 2015 Scheduled Work: Previous year carry in funds in the amount of \$841,900 and anticipated FY 2015 allocations based on the President's budget will be used to continue the ship simulation, economic, and engineering components of the GRR and to initiate the environmental and plan formulation components of the GRR.

**COMPLETION:** With optimum funding the feasibility phase GRR could be completed in 2017.

**For more information** regarding the General Reevaluation of the Baltimore Harbor and Channels 50-Foot Project, Maryland and Virginia, contact Justin Callahan, CENAB-PP-C, (410) 962-6693, e-mail [justin.callahan@usace.army.mil](mailto:justin.callahan@usace.army.mil).





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