



BALTIMORE HARBOR & CHANNELS, MD & VA

U.S. ARMY CORPS OF ENGINEERS

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FACT SHEET as of July 2015

AUTHORIZATION: Section 101 of the River and Harbor (R&H) Act of 1958 and Section 327, of the Water Resources Development Act (WRDA) of 1996 (42-Foot Project), Section 101 of the R&H Act of 1970 (50-Foot Project), and Section 101a (22) of the Water Resources Development Act of 1999.

TYPE OF PROJECT: Navigation

CONTRIBUTION TO CHESAPEAKE BAY: Contributes to Executive Order 13508 goals by creating and protecting environmental habitat, improving water quality, and expanding public access within the Chesapeake Bay watershed.

PROJECT PHASE: Operation and Maintenance

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

NON-FEDERAL SPONSOR: Maryland Port Administration (MPA)

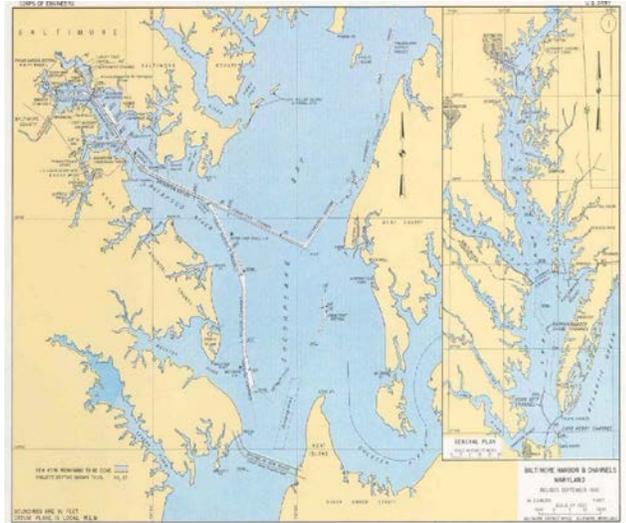
BACKGROUND:

The project is located in Baltimore, Maryland

50-Foot Project - The R&H Act of 1970 authorized a uniform main channel 50 feet deep, and generally 800 (in Maryland) or 1,000 (in Virginia) feet wide through the Chesapeake Bay from the Virginia Capes to Fort McHenry in the Port of Baltimore, a distance of 175 miles. Depths of 50, 49, and 40 feet are authorized in the 600-foot wide branch channels of Curtis Bay, Northwest Branch East Channel, and Northwest Branch West Channel, respectively.

42-Foot Project - The R&H Act of 1958 authorized a main channel 42 feet deep, southern approach and connecting channels 35 feet deep and 600 feet wide leading to the Inland Waterway from Delaware River to Chesapeake Bay, Delaware and Maryland, Chesapeake and Delaware Canal project, branch channels ranging from 22, 35 and 42 feet deep and 200 to 600 feet wide in Curtis Creek and Ferry Bar, and anchorages 30 and 35 feet deep. Section 327 of the WRDA 1996 provided for straightening of the Tolchester Channel S-Turn. The project was completed in January 2002.

Anchorage and Channels – Section 101a (22) of WRDA of 1999 authorized construction of a 50-foot deep turning basin at the head of the Ft. McHenry Channel, deepening and widening of Anchorages Numbers 3 (to 42 feet deep) and 4 (to 35 feet deep), widening of the Dundalk and Seagirt Marine



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Terminal channels and construction of a new loop channel to South Locust Point. The project was constructed to 700ft wide in Maryland and 800ft wide in Virginia's Rappahannock Shoal and Yorkspit Channels in August 2003.

STATUS:

50-Foot Project - The Initial Phase of the modification was completed in October 1990 at a cost of \$227 million. Remaining work requires widening the Virginia Channels (York Spit and Rappahannock Shoal) from 800 to 1000 feet wide, widening the Maryland Channels (Craighill Entrance through Ft. McHenry Channel) from 700 to 800 feet wide, and widening the Curtis Bay Channel from 400 to 600 feet wide. Approximately 57 miles require dredging. The Maryland Port Administration has requested channels be widened to safely accommodate larger ships that are currently coming through the Suez canal. It is anticipated larger vessels will increase when the expansion of the Panama canal is completed.

Annual Maintenance and Funding – The Corps conducts maintenance dredging removing approximately 3.0 million cubic yards (mcy) of material (2.5 mcy from Maryland Channels and 0.5 mcy from Virginia Channels) at an historic average annual cost of about \$17 million. Hydrographic surveys of most channels are conducted semiannually to provide channel conditions to ship pilots and other navigation interests.

Commerce - Commerce in 2013 totaled 30.3 million tons, valued at \$52.6 billion, including 20.7 million tons of foreign cargo. The Port of Baltimore generates over 42,000 jobs in Maryland and approximately 80,000 jobs linked to Port activities, \$2.0 billion in business revenue, \$2.4 billion in personal wages and salaries, \$507 million in Federal U.S. Customs receipts, and \$278 million in state, county and municipal taxes annually. In 2013, the Port of Baltimore ranked 14th in terms of foreign tonnage and 9th in terms of dollar value.

BUDGET:

<u>Federal Funds Data</u>	<u>Total</u>
Allocation for FY 2014	21,862,200
President Budget FY 2015	23,725,000
President Budget FY 2016	18,925,000

SCHEDULE:

FY 2014 Completed Work:

Engineering and Design Maryland/Virginia Channels – Completed engineering and design for fiscal 2014/2015 contract to maintain the Maryland and Virginia channels Craighill Angle, Cutoff Angle, and York Spit, respectively.

Maintenance Dredging Maryland Channels – Completed the maintenance dredging of the Brewerton Channel.

MOA Masonville Dredged Material Containment Facility (DMCF): Masonville Section 217 Decision document to evaluate the facility incorporation into Baltimore Harbor Base Plans for disposal of material removed from the inside channel to be complete in February 2016.

FY 2015 Scheduled Work:

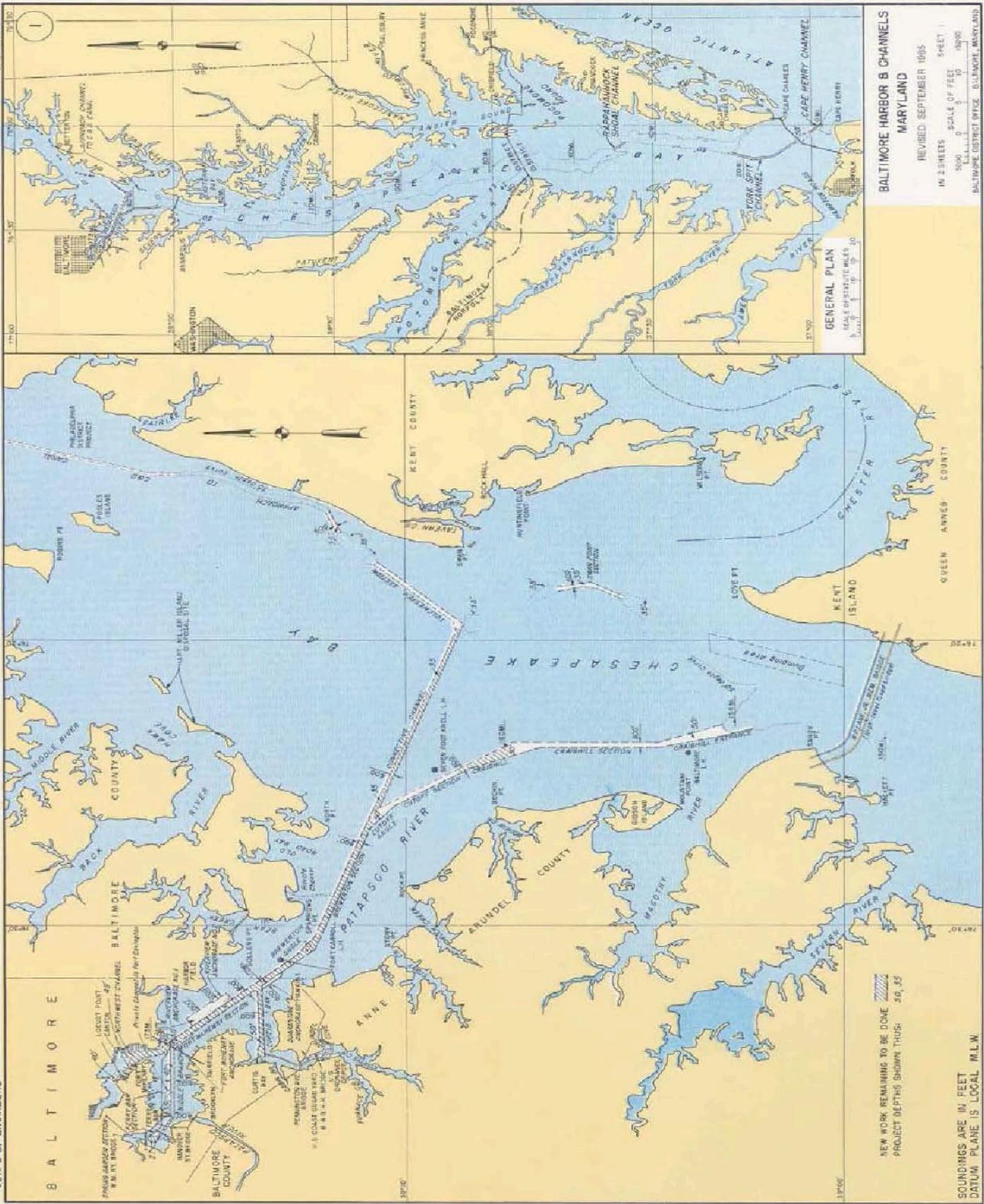
The requested amount of \$23,487,750 will be used to provide the existing level of service at the project.

Engineering and Design: Maryland Channels – Complete engineering and design and award a contract for a fiscal 2015/2016 contract to maintain additional Maryland channels.

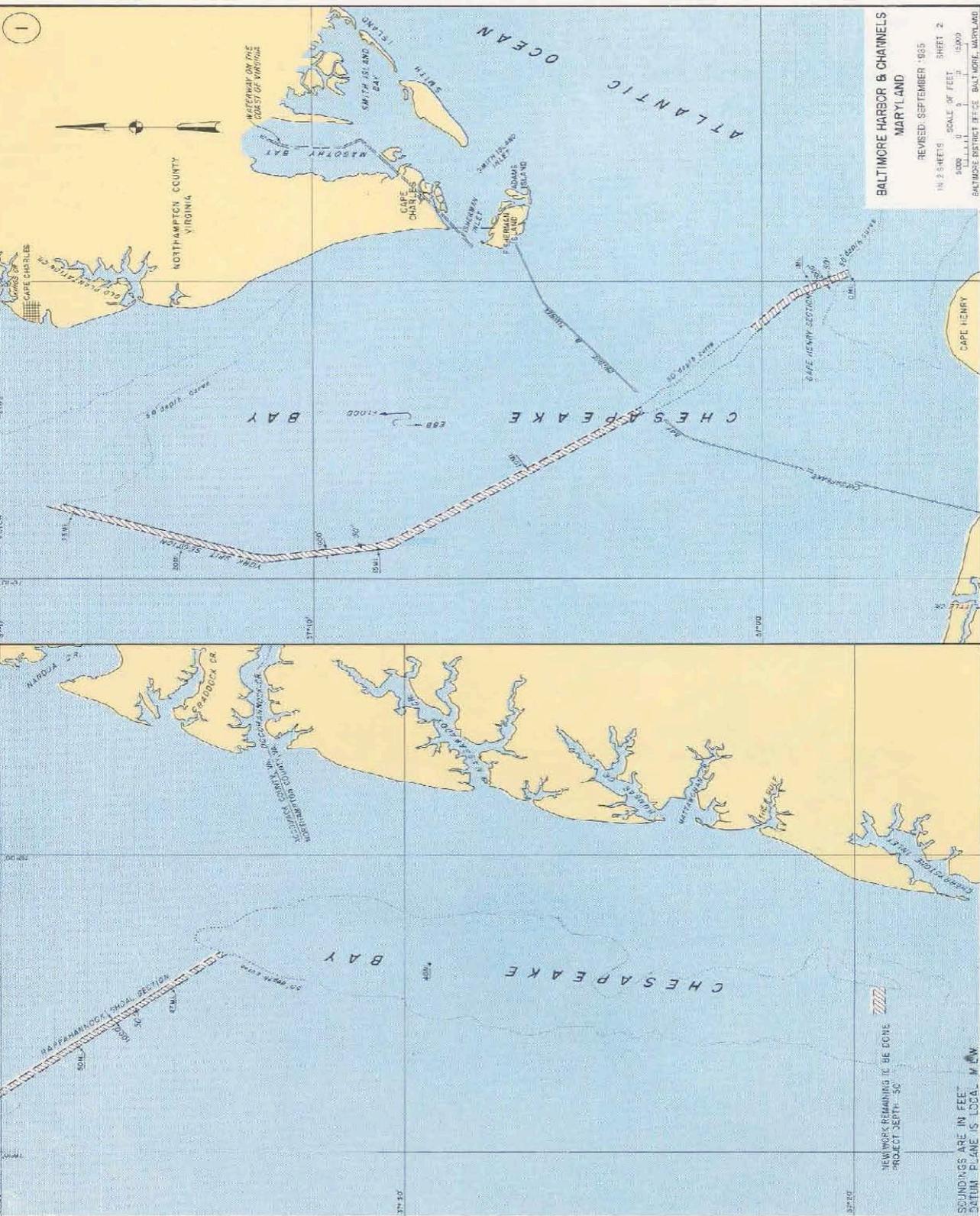
Maintenance Dredging: Maryland Channels – Complete the fiscal 2014/2015 maintenance dredging of Craighill Angle and Cutoff Angle.

Maintenance Dredging: Virginia Channels – Finish the maintenance dredging contract to remove shoaling from Hurricane Sandy in the Cape Henry channel. Award a contract in February 2015 to dredge the York Spit Channel.

For more information regarding Baltimore Harbor & Channels, contact Tiffany Burroughs, CENAB-OP-N, (410) 962-3672, or e-mail tiffany.s.burroughs@usace.army.mil. Also see this project's related web page at <http://www.nab.usace.army.mil/Navigation/index.html>.

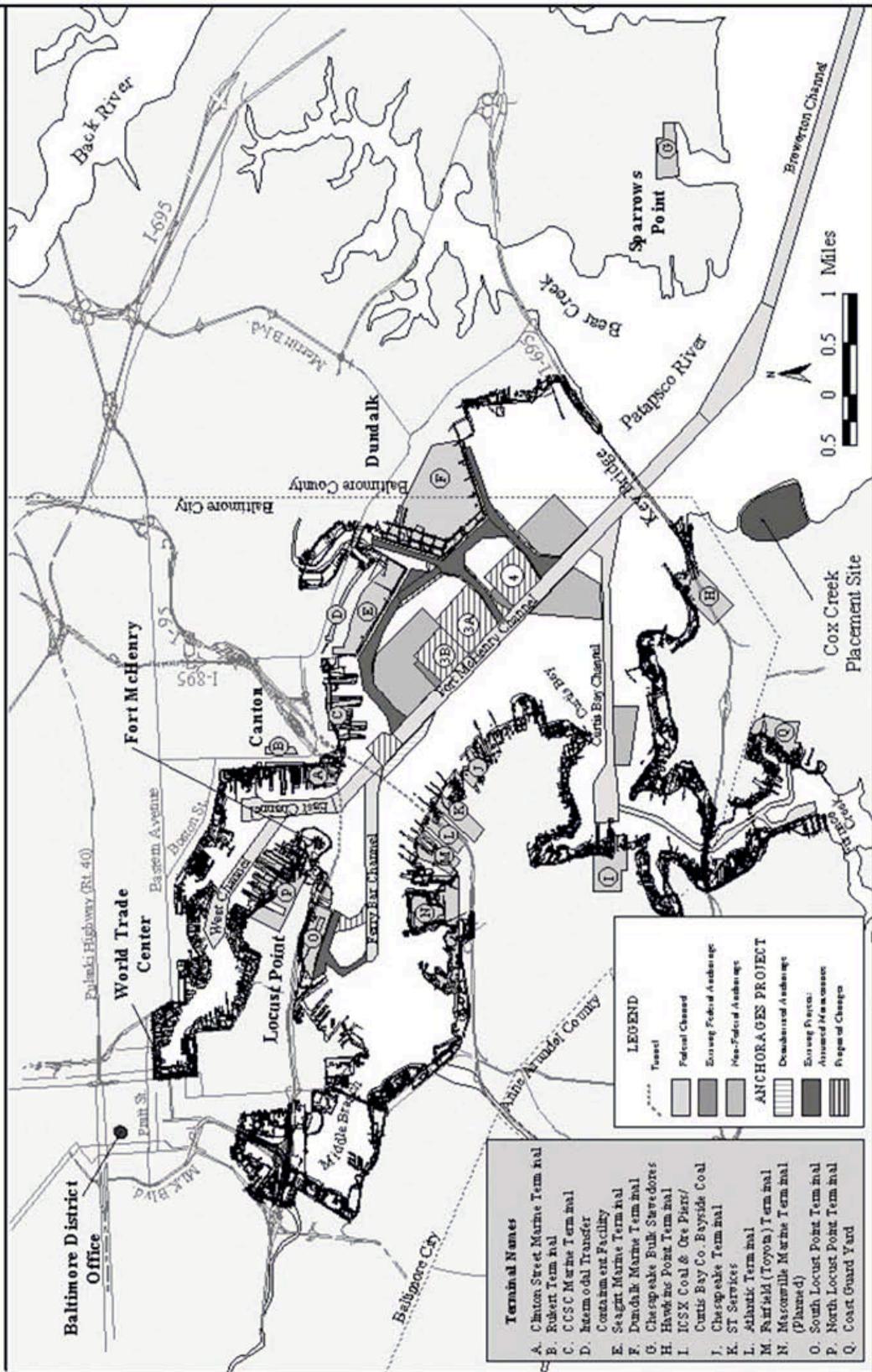


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Port of Baltimore: Anchorage and Channels



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