

Report to the Maryland General Assembly
Senate Budget and Taxation Committee, and
House Appropriations Committee



Maryland Port Commission
Annual Report for Fiscal Year 2021
(Transportation Article, §6-201.2 (c))

January 2022

Purpose

The Maryland Port Commission Annual Report for Fiscal Year 2021 was prepared in response to Transportation Article, §6-201.2 (c), which requires:

- “(c)(1) Subject to § 2-1246 of the State Government Article, the Commission shall report by January 15 of each year to the General Assembly on the activities of the Port Commission during the previous year.*
- (2) The report shall include a review of the port’s competitive position during the previous year and any recommendations of the Commission for future changes in legislation, capital funding, or operational flexibility for consideration by the General Assembly.*
- (3) The report shall also include any substantive changes in its regulations for procurement and personnel.”*

Maryland Port Commission (MPC)

Gregory Slater, Secretary
Maryland Department of Transportation
Chair of the Maryland Port Commission



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Mr. Robert Huber



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Mr. Edward McDonald



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Executive Summary

The Helen Delich Bentley Port of Baltimore remains a strong economic driver for the State of Maryland. Despite the myriad of challenges caused by the COVID-19 global pandemic, and by pandemic-related changes to national and global economies and to maritime industry, the Maryland Port Commission (MPC) is proud to report that the Port of Baltimore is strong. The MPC expresses its sincere appreciation for the hard work, perseverance, and professionalism of those who lead and work at the Maryland Department of Transportation's (MDOT) Maryland Port Administration (MPA), as well as the many important private stakeholders and governmental partners that the MDOT MPA staff worked with through all the twists and turns caused by the global pandemic and macro-economic changes.

Overall, in fiscal year (FY) 2021, the state-owned public terminals of the MDOT MPA strongly rebounded from COVID-19 impacts to the international maritime shipping industry. In calendar year (CY) 2020¹, the public and private terminals of the Port handled a combined 37.3 million tons of foreign cargo with a total value of \$49.6 billion, down slightly from calendar year (CY) 2019. Of note, the Port continues to be ranked 1st in the nation for automobiles, roll-on/roll-off (RoRo) equipment, and imported gypsum. The Port also continues to hold a #2 ranking for exported coal.

With volumes rising following declines associated with the global pandemic, the Port remains highly competitive by taking advantage of continuing shifts in trade patterns and easy access to one of the country's largest consumer markets. Baltimore remains one of a handful of ports on the East Coast capable of handling the growing fleet of ultra-large container vessels continuing to come online globally, with a fully functional 50-foot-deep berth, 50-foot-deep navigation channels, and super-post Panamax cranes.

Baltimore is also well-positioned to continue to attract new business as Maryland continues to recover from the economic impact of COVID-19. As global trade and logistics patterns continue to evolve, the MDOT MPA is ready to take advantage of ever-changing market dynamics and is aggressively promoting the Port of Baltimore's many strategic advantages.

The MDOT MPA continues to coordinate with public sector partners and stakeholders at the federal, State, and local levels on a variety of topics, including expanded rail capacity, dredging, dredged material management, harbor safety, security, transportation policies, climate resilience, and inland transportation systems. Community outreach activities are also a continued focus of the MDOT MPA, such as presentations to community organizations, Port tours, partnerships for environmental mitigation, and educational opportunities for nearby communities, students, and educators.

¹ Information for MDOT MPA's public terminals is provided by fiscal year, but POB information is reported using the latest full calendar year because POB statistics combine data for the public and private marine terminals that use different reporting timeframes.

While the Port's strategic advantages are many, the Maryland Port Commission acknowledges several ongoing challenges and long-term uncertainties that could impact the Port's business opportunities and competitiveness.

The short-term challenges center around the ongoing COVID-19 pandemic and the uneven economic impacts the pandemic has caused both nationally and globally. Specific issues that have impacted Port business in FY 2021 and that continue to generate concern, as well as some opportunity, include:

- A rise in e-commerce sales that has led to greater container shipments worldwide (particularly imports into the United States), but which has also created supply chain challenges globally and bottlenecks in certain areas of the country related to the logistics of moving freight.
- A "no sail" order from the Centers for Disease Control (CDC) that essentially shutdown the cruise industry in the United States – including at the Port of Baltimore – between April 2020 and August 2021, with current CDC restrictions impacting both the frequency of port calls and the number of passengers boarding each cruise ship.
- A global shortage of semiconductor chips that has impacted the production of automobiles domestically and abroad, and therefore, the number of new cars and trucks flowing through ports.
- A nationwide shortage of truck drivers, exacerbating the supply chain challenges and impacting the transportation of materials, supplies, and equipment by truck within the United States.

Unrelated to the pandemic and the macro-economic challenges and uncertainties, the MPC recognizes several long-term issues that include:

- Securing adequate capital funding for investments in system preservation and berth reconstruction projects that are vital to the Port's long-term growth, competitiveness, and sustainability, while also increasing facility resilience to cope with a changing climate.
- Ensuring the short and long-term availability of funding and placement options for the Port's dredged material management program.
- Supporting key infrastructure projects critical to the Port's long-term competitiveness, including partnerships to add high-cube double-stack rail capacity via the Howard Street Tunnel, additional 50-foot-deep berth spaces, an enhanced loop channel at Seagirt Marine Terminal, and the Mid-Chesapeake Bay Island Ecosystem Restoration Project.
- Operating the MDOT MPA terminals and facilities in an environmentally responsible manner that supports, but doesn't negatively impact neighbors, customers, and port business.

The MPC is confident in the commitment and ability of the MDOT MPA to continue working diligently with all its partners and stakeholders to address and overcome these challenges, many of which remain tied directly to the competitiveness of the Port within a rapidly changing global environment.

The MDOT MPA COVID-19 Response and Recovery

Ports are an essential component of the global supply chain. The Port of Baltimore and the MDOT MPA's cargo terminals have remained open for business throughout the COVID-19 pandemic, and we continue to respond to the COVID-19 pandemic according to local, State, and federal guidelines. Since the beginning of this crisis, the safety of the MDOT MPA staff, tenants, labor, and port users was, and remains, the highest priority. The Cruise Maryland Terminal was closed in March 2020; in May 2021, the Terminal was permitted to reopen and the first sailing commenced on September 12, 2021. We have instituted the appropriate safety protocols in accordance with State and federal laws to help facilitate a successful restart to "*Cruise Maryland*."

As we continue to navigate through this pandemic, the MDOT MPA has implemented a variety of actions that complement Maryland's "Roadmap to Recovery."

The MDOT MPA Actions taken:

- Prioritizing the safety of our employees and customers by implementing teleworking procedures, COVID-19 screenings, and following CDC and State guidelines for facial coverings and social distancing.
- Instilling confidence in employees and customers with regular meetings and communications.
- Developing a COVID-19 Response Plan based on a risk assessment approach to determine potential hazards and mitigation controls.

Employees returned to the office in hybrid schedules when the Maryland Department of Budget and Management lowered to a Level I on July 1, 2021; the MDOT MPA continues to keep abreast of the fluidity of the pandemic and adjust our COVID-19 Response Plan accordingly.

Impacts to the Port of Baltimore:

The MDOT MPA derives a significant amount of revenue from parking receipts related to cruising. From March 2020 until September 2021, the MDOT MPA did not receive any cruise related revenue

FY 2021 saw a strong recovery at the Helen Delich Bentley Port of Baltimore's state-owned public marine terminals, with key cargo indicators up double-digits compared to COVID-19 lows and several categories also posting year-over-year increases. Autos and light trucks, roll on/roll off farm and construction machinery, containers, and overall general cargo have led the Port's cargo recovery.

The COVID-19 pandemic had a tremendous impact on the Port of Baltimore's cargo volumes, just as it did on the entire maritime shipping industry in 2020. Key cargo commodities at the Port of Baltimore were down for the year compared to 2019, but the Port's strong recovery in the second half of the year helped to significantly narrow these declines.

For all of 2020, containers, with 632,307 boxes, were down 3.7 percent compared to 2019. General cargo was down 6.4 percent from 2019 with 10,387,723 tons; roll on/roll off was down 23.9 percent with 689,708 tons; and auto/light trucks had 468,401 units, which was down 25.8 percent.

Major Accomplishments in FY 2021

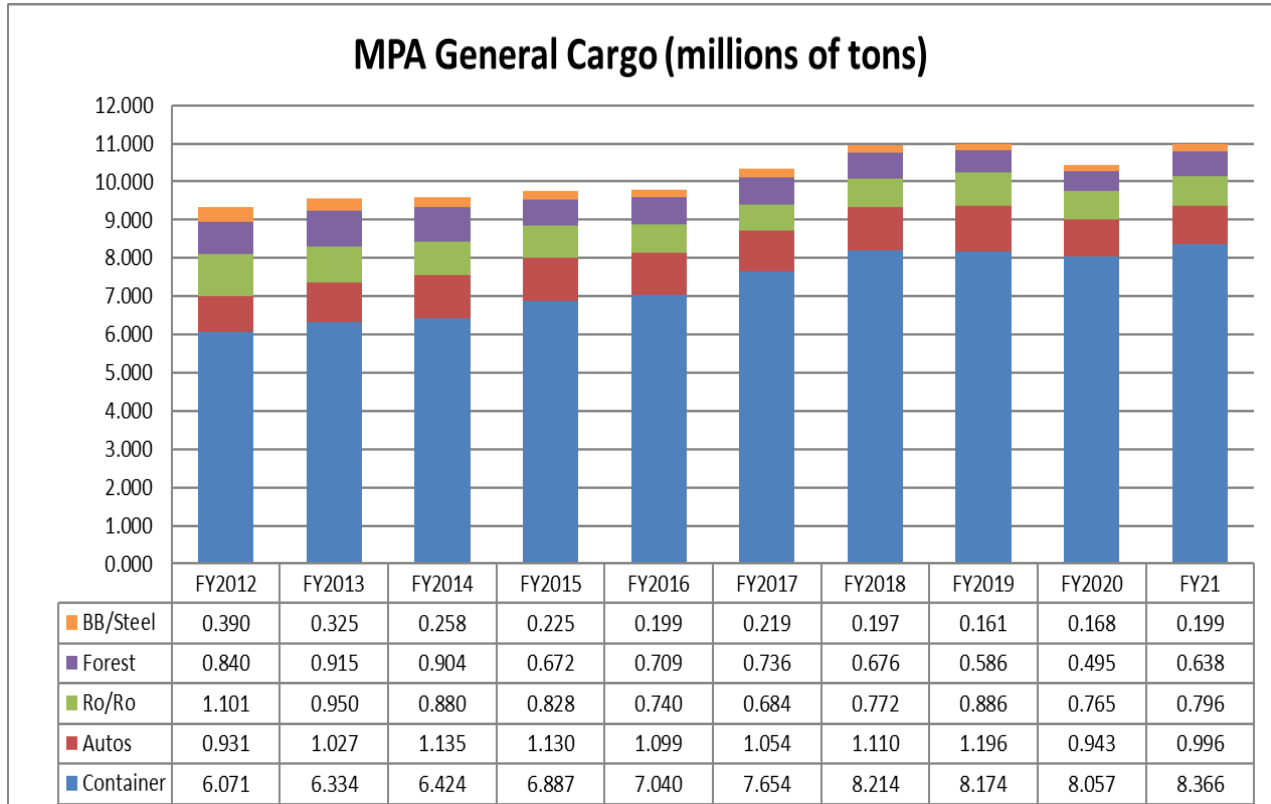
- **Howard Street Tunnel Project Advances** – The Howard Street Tunnel Project received final National Environmental Policy Act (NEPA) approval from the Federal Railroad Administration in June 2021. With NEPA approval secured, the project team can execute the necessary grant agreements and CSX can complete engineering, obtain permits, and advance the project to construction. CSX expects to begin construction in FY 2022.
- **Seagirt Adds Two New Container Services** – The MDOT MPA worked closely with its private partner, Ports America Chesapeake, to secure two additional container services. One is the Maersk TP20, consisting of a 13-ship string of vessels in the range of 2,500 to 4,500 twenty-foot equivalent units (TEUs) that travels through Southeast Asia/Vietnam, China then through the Panama Canal to Baltimore and Norfolk. The other new container service is an Indian Subcontinent and Mediterranean service with Mediterranean Shipping Company (MSC) called the Indus 2 service, consisting of an 8-ship string of vessels in the range of 8,500 TEUs. The Indus 2 starts in India and transits the Suez Canal to Italy and Portugal and onto Norfolk, Baltimore, Miami, and Freeport, Bahamas.
- **Dredging Complete for Seagirt’s Second 50-Foot Berth** – Dredging operations were completed in April 2021 for a second, 50-foot-deep container berth at the Seagirt Marine Terminal. The project will allow the Port to accommodate two ultra-large ships simultaneously by the end of 2021. Dredging was conducted by Corman Kokosing of Annapolis Junction and the company used two dredges, Koko V and Koko VI, and the SN3 unloader barge to remove more than 465,000 cubic yards of sediment. The sediment was taken to the Masonville dredged material containment facility in Baltimore and will be reused for land restoration and other purposes.
- **Engineering & Design Underway for Mid-Bay** – Working collaboratively, the MDOT MPA and the U.S. Army Corps of Engineers (USACE) announced the beginning of pre-construction, engineering, and design for the Mid-Chesapeake Bay Island Ecosystem Restoration, which will rebuild James and Barren islands near Dorchester County and eventually replace Poplar Island as the state’s primary receiving site for bay channel dredged sediment. The larger of the two, James Island, will have 2,072 acres restored, with 55% preserved as wetlands habitat and 45% as upland habitat. At Barren Island, 72 acres will be restored as wetlands. James Island will accommodate an estimated 90 million to 95 million cubic yards of dredged sediment, providing at least 30 years of capacity. Simultaneously, USACE also announced that construction was completed for Poplar Island’s final expansion, which is adding 575 acres and capacity for 28 million cubic yards of sediment.
- **Hiring and Onboarding a New MDOT MPA Executive Director** – At the start of FY 2021, the MDOT MPA welcomed a new Executive Director, William P. Doyle, a former Federal Maritime Commissioner and a longtime and well-respected maritime industry professional. Mr. Doyle succeeded Jim White, who successfully led the MDOT MPA for a total of 18 years. Mr. Doyle not only had to fill the very large shoes of Mr. White, but he had the unenviable task of taking the helm of the Port of Baltimore – one of Maryland's largest economic engines – during a global pandemic. Mr. Doyle is doing an excellent job of leading the MDOT MPA, working with important Port partners and stakeholders to retain and grow Port business, and improving the long-term competitiveness of the Port of Baltimore during a challenging economic time and work environment.

- **Federal BUILD Grant Secured for Dundalk Marine Terminal’s Climate Resilience** – The U.S. Department of Transportation’s Better Utilizing Investments to Leverage Development (BUILD) transportation grant program awarded the MDOT MPA \$10 million in federal funding to better protect the Port of Baltimore’s Dundalk Marine Terminal against severe weather events as well as future sea level rising and climate change forecasts. The funding will go towards the overall cost of the \$36.7 million Resiliency and Flood Mitigation Improvements project. The remaining cost of the project will be funded by the MDOT MPA.
- **Port Longshore Workers Set Another New Record** – On February 11, 2021, longshore workers at the Port of Baltimore set a record at the Seagirt Marine Terminal with 6,000 container moves on the Maersk Edinburgh – the most ever on a single ship in the Port’s history. This surpassed the previous record of 5,536 moves set in August 2020.
- **More Forest Products Arriving in Baltimore** – One of the world’s top international forest product producers signed a new contract with the MDOT MPA that will significantly expand its operations at the Port of Baltimore. The agreement with Metsä Group of Finland and Logistec (as terminal operator Balterm) will consolidate all Metsä Group’s Mid-Atlantic volumes through the Port of Baltimore. The three-year contract commenced January 1, 2021, and includes options for an additional three years, for a potential six-year total.
- **Study of Seagirt Loop Channel Expansion Advances** – The MDOT MPA and the U.S. Army Corps of Engineers (USACE) Baltimore District began a study to determine ways to address marine navigation at the Seagirt Loop channel, with goals of improving capacity, safety, and efficiency at the Seagirt Marine Terminal. The channels in Baltimore Harbor that form the Seagirt Loop are authorized and maintained to depths varying from 42 to 51 feet. With these varying channel conditions, the study is needed to examine navigation efficiencies and transportation cost savings that could be gained by improving the Seagirt Loop channel to better accommodate the larger vessels that call at the Port of Baltimore.
- **Additional Port Security Grant Awarded** – The MDOT MPA was awarded \$1.1 million in the July 2020 round of the Federal Emergency Management Agency’s Port Security Grant Program, and an additional \$1.6 million in 2021. The funding will be used to enhance the MDOT MPA’s closed-circuit television system, address cyber security vulnerabilities, and modernize terminal access control software at the state-owned, public marine terminals of the Port of Baltimore.
- **MDOT MPA Earns Top Security Grade** – For the 12th consecutive year, the Port of Baltimore’s state-owned public marine terminals received a top security grade during an annual assessment by the U.S. Coast Guard. The assessment reviewed security procedures and protocols at the six public marine terminals: Dundalk, Seagirt, North Locust Point, South Locust Point (including the cruise passenger terminal), Fairfield, and Masonville.
- **Earth Day “Dollars for Drays” Campaign Meets its Goal** – The Port of Baltimore’s Dray Truck Replacement Program set a goal in February 2021 of replacing 20 existing dray trucks with newer and cleaner models by Earth Day, April 22, 2021 — and that goal was achieved, making it the most successful quarter ever for replacements since the program began in 2008. The Port’s “Dollars for Drays” program helps truck owners pay for new trucks and remove older diesel models from service. Qualifying truck owners are offered a rebate of 50 percent – up to a maximum of \$30,000 – toward the cost of a newer, cleaner truck. This program has contributed to significantly reducing air pollutants at the Port of Baltimore.

- **Innovative Reuse of Dredged Material Makes Major Strides** –The DMMP Executive Committee approved the 2020 Innovative Reuse and Beneficial Use (IRBU) Strategy and implementation is actively underway. The Maryland Board of Public Works (BPW) approved a series of contract awards under the IR Research and Development RFP, paving the way for studies of various end uses and marketable products such as permeable bricks and pavers, topsoil and sod, lightweight aggregate, and concrete alternative shoreline stabilization blocks. The MDOT MPA’s largest IR demonstration project to date, at Ridgley’s Cove, was completed in early 2021. In partnership with Baltimore City and Baltimore Development Corporation, the MDOT MPA provided 23,000 cubic yards of blended material removed from the Cox Creek facility to be used as the remedial capping material in the park’s restoration.
- **COVID-19 Vaccines Provided to Visiting Ship Crew Members** – The MDOT MPA and the Maryland Institute for Emergency Medical Services Systems (MIEMSS) began partnering to conduct twice-weekly clinics to offer the single dose Johnson and Johnson COVID-19 vaccine to visiting crew members on ships calling into the Port of Baltimore. The vaccine is available to any ship’s crew member visiting any of the state-owned public marine terminals or privately-owned marine terminals within the Port of Baltimore.
- **Air Quality Partnership Signs New 5-Year Commitment** – The MDOT MPA and the MDOT renewed and expanded a voluntary Memorandum of Understanding (MOU) with the Maryland Department of the Environment (MDE) and Maryland Energy Administration (MEA) to strengthen environmental initiatives at the Port of Baltimore’s state-owned public marine terminals. The agreement calls for a continued committed effort to reduce diesel and greenhouse gas emissions and increase energy efficiency at the Port. The agreement extends the original MOU signed five years ago by the agencies and adds the MEA as a new partner.
- **The MDOT MPA Receives AAPA Award of Excellence for Environmental Mitigation** – The American Association of Port Authorities (AAPA) awarded the MDOT MPA with an Award of Excellence for Environmental Mitigation for a demonstration project that removes excess nutrient pollution and increases oxygen content in Baltimore Harbor. The Algal Flow-way Technology (AFT) is a linear raceway constructed at the Port of Baltimore’s Dundalk Marine Terminal. The AFT pumps water from the Patapsco River onto the raceway, which flows over a surface designed to enhance algae growth. As the algae grows, it cleans and oxygenates the water prior to its return to the river.
- **Continuing to Engage Port Communities during COVID-19** – The MDOT MPA Stakeholder Engagement and Community Outreach efforts demonstrated swift adaptability and flexibility throughout the COVID-19 pandemic and during the phased re-opening of sites and facilities. Maintaining strong connections with stakeholders, citizens, and partners remained a top priority throughout FY 2021. Staff quickly developed alternatives to traditional outreach by leveraging online platforms for webinars and virtual tours, capitalizing on the strong network of social media outlets and newsletter offerings to share information and gather feedback and input from our stakeholders.

The MDOT MPA Cargo Activity FY 2021

The MDOT MPA terminals handled 11.0 million tons of general cargo in FY 2021, an increase of 5.4 percent from the previous year. All commodities rebounded from the lows brought about by the onset of the COVID-19 pandemic in 2020.

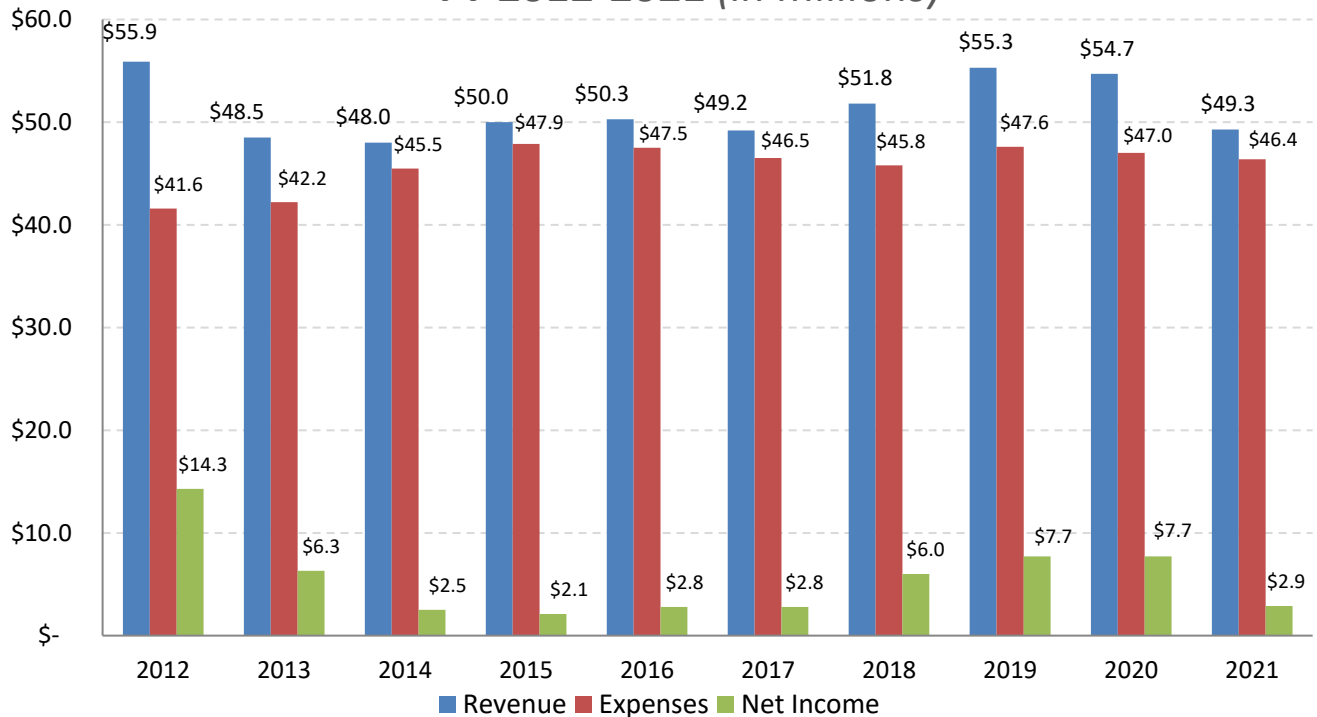


Operating Results for FY 2021

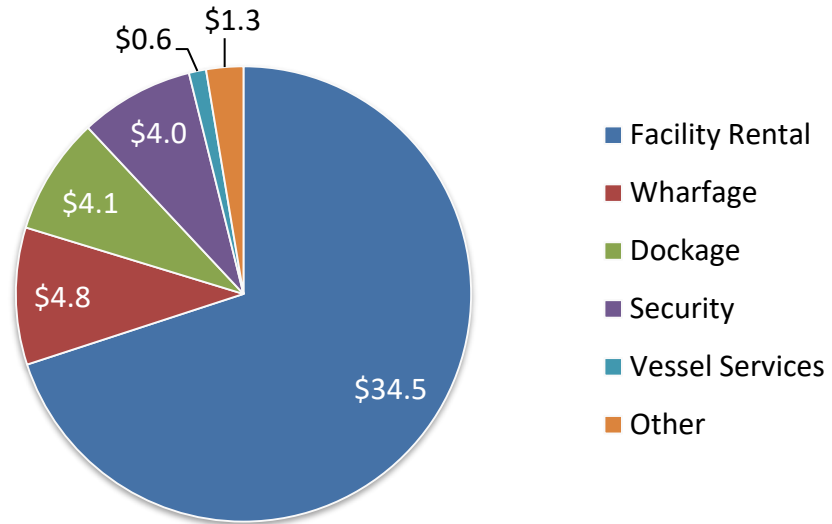
The MDOT MPA generates significant economic benefits for the city, State, and region, including operating revenues. The MDOT MPA’s terminals continue to generate positive net operating income that can be reinvested into future Port enhancements. The public-private partnership agreement with Ports America Chesapeake helps keep expenses low at Seagirt, while generating a relatively steady revenue stream. The MDOT MPA also has several long-term agreements in place, providing predictability and sustainability.

In the wake of the COVID-19 crisis, revenues suffered only slightly in a few areas, including vessel dockage and wharfage from automobiles, RoRo, and containers. Lease agreement revenues have helped shield the MDOT MPA from the fluctuations and uncertainties in other areas. Total operating revenues for FY 2021 were \$49.3 million. Net income in FY 2021 from the MDOT MPA terminal operations was \$2.9 million after debt payments. Net income and revenues were lower in FY 2021 due to the closure of the Cruise Maryland Terminal and the related loss of revenue. The MDOT MPA continues to experience some increases in utility costs, security, ongoing maintenance, and investments necessary to keep the MDOT MPA’s terminals operating safely and efficiently.

MPA Operating Revenue, Expenses & Net Income
 FY 2012-2021 (in millions)



FY2021 Revenues by Source (in millions)



Environmental Sustainability and Compliance Activities

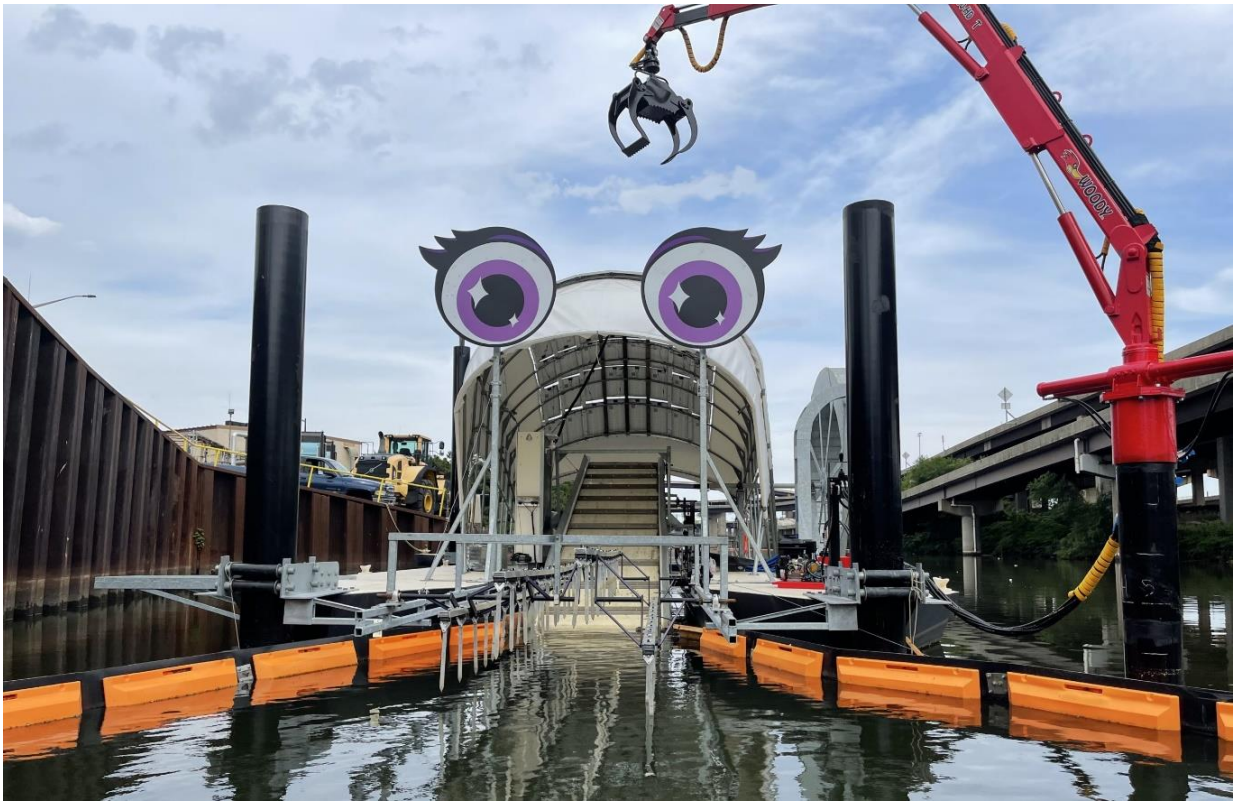
The MDOT MPA continues to build on its commitment to do its part to protect the environment and promote sustainability, particularly as it relates to the health of Maryland's citizens and the Chesapeake Bay. Stewardship of our natural resources is an essential element of the agency's mission. To do its part, the MDOT MPA has implemented a variety of environmental initiatives aimed at improving air and water quality, conserving energy, increasing climate resilience, and ensuring environmental regulatory monitoring and compliance.

The MDOT MPA continues to advance environmental progress through its Environmental Management System (EMS), which was re-certified in 2020 under the International Organization for Standardization's (ISO) 14001:2015, the third time since the initial certification in 2011. The EMS guides the MDOT MPA's environmental activities including compliance, leadership, voluntary environmental initiatives, and expanded communication with port stakeholders and nearby communities. Recertification indicates that the MDOT MPA continues to conform to the highest international standards for environmental stewardship and sustainability, with an on-going commitment to continual improvement.

The MDOT MPA environmental accomplishments in FY 2021 include the following:

- **Port Air Quality Partnership Renewed** – The MDOT MPA completed the fifth successful year working with the Maryland Department of the Environment (MDE) to implement air quality improvement projects under the Voluntary Air Agreement and updated and renewed the agreement. Originally signed in 2015, the agreement committed the MDOT, the MDOT MPA, and the MDE to develop and implement projects that reduce air emissions or increase energy efficiency at the Port.
- **The MEA Resilient Maryland Grant Studies Microgrid Technology** – The MDOT MPA received a grant from the Maryland Energy Administration's (MEA) Resilient Maryland Program to develop a feasibility study that investigated microgrid options, looking at wind, solar, batteries, and fuel cells at the Dundalk Marine Terminal.
- **Electric Vehicle Study** – For the fifth year, the MDOT MPA hosted a Climate Corps fellow through the Environmental Defense Fund (EDF). The fellow, a graduate student at the University of Michigan School of Public Policy, studied the potential role of electric vehicles at the Port, including environmental benefits achieved using alternative fuels, and more efficient engines and infrastructure improvements.
- **LED Lighting Upgrades** – The MDOT MPA installed new LED lighting inside four sheds at the Dundalk Marine Terminal in preparation for use by a Port tenant. The LED upgrades reduce electricity usage, increase worker safety, and help to lower greenhouse gas emissions.
- **Stormwater Management Improvements** – The MDOT MPA continued its implementation of stormwater management and total maximum daily load (TMDL) improvements to reduce pollution entering local waterways and ultimately the Chesapeake Bay.

- **Virtual Connections** – The MDOT MPA developed several creative ways to stay connected to communities and stakeholders during the COVID-19 pandemic. A record number of attendees participated in the first virtual Dredged Material Management Program (DMMP) Annual Meeting in December 2020. An Environmental Education E-Learning Portal was developed to provide virtual educational resources from the Port of Baltimore. Students were able to virtually keep up with the Head Start terrapins at Poplar Island. Representatives from several Departments also continued to provide virtual Port 101 presentations for stakeholders throughout the year.
- **Trash Wheel** – The MDOT MPA contributed funding to the construction and installation of the 4th trash wheel in the Harbor, named by the public “Gwynnda the Good Wheel of the West,” as the final component of the environmental mitigation permit requirements for the Masonville Dredged Material Containment Facility.



Gwynnda the Good Wheel of the West on Duty in the Gwynns Falls

Dredged Material Management Program (DMMP)

Each year, between four and five million cubic yards (mcy) of sediment accumulate and must be removed from Maryland's shipping channels to maintain the Port's continued viability. The State's DMMP operates under a 20-year plan for developing, operating, and maintaining placement options or alternative solutions for the management of the dredged sediment from both normal maintenance and new dredging projects. Citizen and stakeholder involvement is emphasized throughout the process.

In FY 2021, the MDOT MPA was responsible for operating three active DMMP sites, including the Masonville Dredged Material Containment Facility (DMCF), Cox Creek DMCF, and the Poplar Island Environmental Restoration Project. Key steps are being taken to develop solutions for adding capacity for both Bay and Harbor channel material.

The MDOT MPA continues to pursue traditional placement options, such as the vertical and upland expansions of the Cox Creek DMCF, as well as alternative solutions, such as the Mid Chesapeake Bay Island aquatic ecosystem restoration project and other innovative reuse and beneficial use projects. Cox Creek Expansion achieved a significant milestone in FY 2021, as construction of the base dike widening foundation, which will support the vertical dike raising, was completed. The next step in the expansion is raising the dikes to +60 ft. in elevation. Design and permitting for this phase are complete and construction is scheduled to begin in early FY 2022.

Although the MDOT MPA completed raising the dikes on the Masonville DMCF to elevation +18 ft in April 2020, the next phase of raising the dikes to an elevation of +30 ft was paused in FY 2021 due to the economic downturn and significant cost containment measures that were initiated throughout the MDOT. However, funding was restored in FY 2022 and base dike widening construction commenced in September 2021. (is underway?)

The MDOT MPA continues to explore new solutions for Harbor channel placement capacity including the use of Confined Aquatic Disposal (CAD) cells. Planning, geotechnical investigations, and hydrodynamic modeling was performed within Baltimore Harbor in FY 2021 to inform location siting for the next pilot CAD cell.

The MDOT MPA has requested the United States Army Corps of Engineers (USACE) consider deepening the entire Seagirt-Dundalk access channel system (Loop Channel), to prevent ships from having to backup and turn around as they currently do, and that the Corps maintain these improvements as part of the authorized Baltimore Harbor and Channels 50-foot-deep Maryland and Virginia federal navigation project. The USACE, Baltimore District was awarded \$1.5M in its FY 2020 USACE Work Plan to conduct a Feasibility Study evaluating the need and justification for deepening the Loop Channel. The Feasibility Study is cost-shared 50/50 with the MDOT MPA as the non-federal sponsor. A Feasibility Cost Share Agreement (FCSA) was executed in September 2020, which allowed the three-year study to commence. The study will assess inefficiencies and safety concerns as vessels transit to the shallower Seagirt berths 1 and 2 while the deeper 50-foot berths 3 and 4 are occupied with large vessels. If the study concludes that the project is in the federal interest, the MDOT MPA would then work with federal partners in the Congressional delegation to include the project in the subsequent Water Resources Development Act (WRDA) legislation and appropriations bill.

In partnership with the USACE, construction of the 525-acre Poplar Island expansion footprint was completed in January 2021 and immediately received inflow of dredged material into the newly constructed cells. The Poplar Island expansion provides an additional 28 mcy of dredged material capacity, or approximately 12 years of dredged material capacity.

The next Bay channel placement solution is the aquatic ecosystem restoration and habitat development at Mid-Chesapeake Bay Island (James Island and Barren Island). Environmental, geotechnical, hydrographic, and aerial surveys were completed in FY 2021 for the Mid-Bay Project Pre-Construction Engineering and Design phase, which remains underway.

The MDOT MPA continues to work closely with our federal partners and members of the Congressional Delegation to secure federal construction funds, which is the next critical milestone in the project timeline. When complete, the Mid-Chesapeake Bay Island project will provide an additional 90 to 95 mcy of dredged material capacity.

Several significant Innovative Reuse (IR) of dredged material projects and efforts advanced in FY 2021. Specifically, the Maryland Board of Public Works approved five contracts under the IR Research & Development Request for proposals to study feasibility of dredged sediment for a variety of end uses and marketable products including permeable bricks and pavers, topsoil, sod, concrete alternative products and lightweight aggregate. Additionally, the DMMP Executive Committee approved the 2020 Innovative Reuse and Beneficial Use (IRBU) Strategy, and implementation of this strategic planning tool is actively underway. Lastly, the Ridgley's Cove IR demonstration project, a partnership effort with Baltimore City and Baltimore Development Corporation, to restore the underutilized and overgrown waterfront recreational park was completed. This project features the reuse of 23,000 cubic yards of blended Harbor channel dredged material, removed from the Cox Creek facility, as the remedial cap material in the park's restoration.



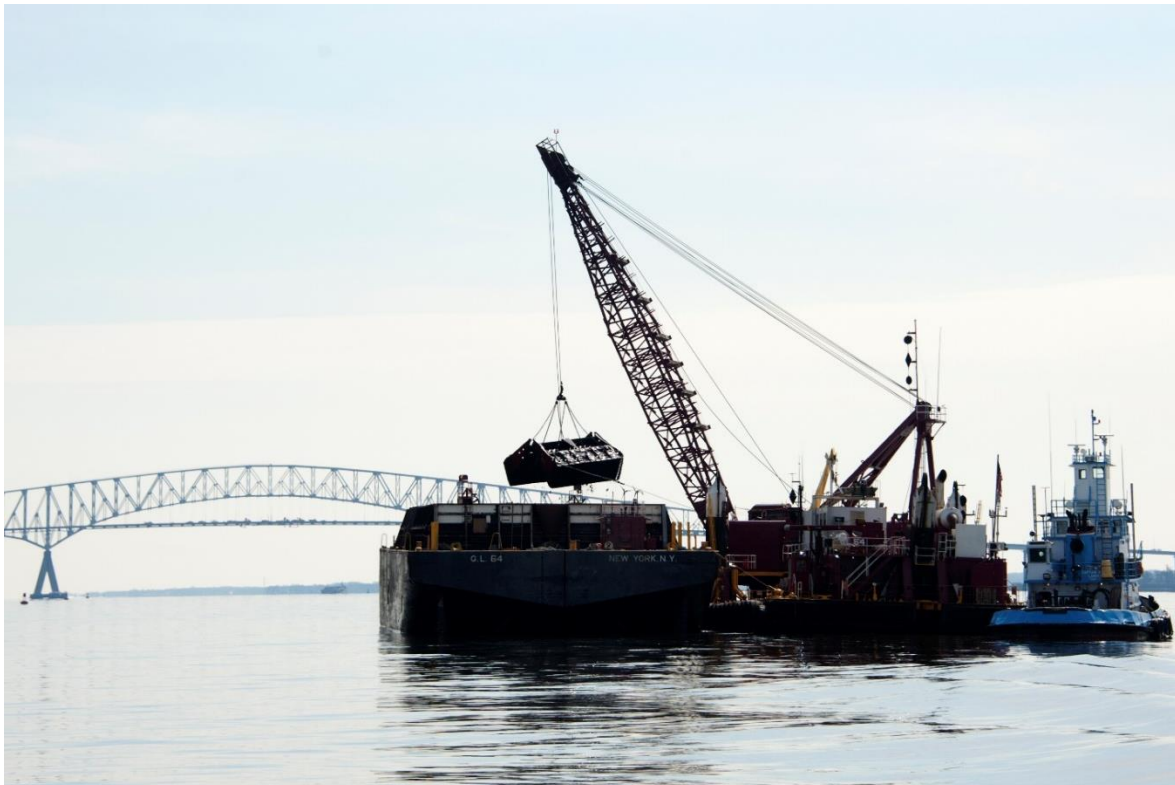
Young Bird Watchers at Masonville Cove's Successful Bio Blitz Event

The MDOT MPA continues property acquisition negotiations with Tronox, the owners of the Hawkins Point (formerly Cristal) property adjacent to the Cox Creek DMCF, to use for expanded innovative reuse operations.

In FY 2021 The MDOT MPA, the USACE, and Virginia Marine Resources Commission continued to coordinate on exploring potential alternative placement solutions, including beneficial use opportunities, to accommodate the maintenance dredged material removed from the York Spit channel in Virginia waters of the Chesapeake Bay.

The MDOT MPA's active outreach, education, and partnership programs continued to grow and evolve into the virtual realm in FY 2021. These programs offered numerous opportunities for the public to become even more engaged and knowledgeable about the MDOT MPA's various port and dredging projects, community partnerships and environmental initiatives. Specific activities included the 7th Annual Successful Bio Blitz Event at MDOT MPA's Masonville Cove Environmental Education Center where participants (pictured above) found a total of 134 species during 230 recorded observations, two *Spotlight Series* webinars focused on climate change and resiliency, beneficial use of dredged material, and the Mid-Bay project; participation in the Baltimore Port Alliance Virtual Hiring and Career Expo which engaged 29 employers and over 275 job seekers; exploring hybrid approaches to future outreach events; and developing new guidelines for public access to DMCF sites to adhere to safety protocols in preparation for phased reopening.

The MDOT and the MDOT MPA are also monitoring several national developments impacting the DMMP and are working on strategies to maintain the competitive position of the Port. Key national issues include climate change and coastal resiliency, economic valuation of the beneficial use of dredged material, and regional beneficial use demonstration projects.



Dredging Cox Creek. Photo credit: Bill McAllen.

Seaport Security

The MDOT MPA's maritime security continues to be recognized as one of the top programs in the nation. For 12 consecutive years, the MDOT MPA has achieved perfect U.S. Coast Guard annual security inspection ratings. The MDOT MPA Office of Security incorporates a highly experienced staff and an unprecedented level of cooperation with other entities and relevant local, State, and federal partners. Significant partnerships have been established with the Maryland Transportation Authority Police, Maryland Natural Resources Police, Baltimore County Police, Baltimore City Police, Maryland State Police, State Fire Marshal's Office, Maryland Emergency Management Agency, Maryland Coordination and Analysis Center, U.S. Coast Guard, Customs and Border Protection, U.S. Homeland Security Investigations, Transportation Security Administration (TSA), Federal Bureau of Investigation, and the U.S. Department of Agriculture.

The MDOT MPA engages in a continuous and dynamic assessment process to meaningfully enhance the security of its terminals and headquarters at the World Trade Center. The MDOT MPA utilizes FEMA's Port Security Grant program; over \$22 million has been awarded to the MDOT MPA over the past 11 years. These funds have been utilized to enhance and maintain a sophisticated Closed Caption TV (CCTV) system, access control processes, install anti-vehicle borne Improvised Explosive Device (IED) barriers and develop and implement a sound cyber security program.

Cybersecurity

The MDOT MPA, under the guidance of the MDOT TSO and the MDOT Infosec group, has worked towards building and implementing a strong cybersecurity defense strategy. The MDOT MPA, With its domain expertise in the field of maritime transportation, has played a significant role in the adaptation of cybersecurity resilience and incident management approaches. The MDOT MPA has also played a liaison role in applying cybersecurity technology and strategies in a maritime business environment, meeting the essential requirements mandated by the federal agencies such as the Department of Homeland Security (DHS), the Transportation Security Administration and the U.S. Coast Guard.

The MDOT MPA continues to enhance its cybersecurity and address necessary improvements. Cybersecurity projects completed in FY 2021 include:

- Cybersecurity automated remediation;
- Dundalk Marine Terminal access control improvement projects and IT Infrastructure upgrades;
- Enhanced perimeter security with on-target detection technology; and
- The design and ultimate approval of a cybersecurity annex to the MDOT MPA's Facility Security Plan.

Cruise Maryland

Cruise Maryland did not handle any cruise ships in FY 2021 due to the continued COVID-19 restrictions on the cruise industry imposed by the Centers for Disease Control (CDC). The cruise industry has developed protocols to address health concerns and prevent the spread of COVID-19 on their ships, and as such, cruising has started to resume with the necessary protocols in place to protect passengers.

The MDOT MPA worked diligently to prepare for the resumption of cruising from Baltimore by following CDC guidelines and working with the cruise lines to develop safety and precautionary plans. The MDOT MPA facilitated the agreements needed to meet CDC requirements through a Memorandum of Agreement (MOA) between ports and cruise lines. These agreements, in addition to the port agreement, included hospitals, hotels, and transportation companies. As a result, Carnival and Royal Caribbean were approved by the CDC to resume cruising from Baltimore.

The Carnival Pride returned to Baltimore on September 12, 2021, and was replaced with the Carnival Legend in November 2021. The Royal Caribbean Grandeur of the Seas was replaced with the Enchantment of the Seas, which is tentatively scheduled to return to Baltimore on December 23, 2021. Both cruise lines have cruise schedules departing from Baltimore through 2023.

The Port's location, at the heart of the Baltimore-Washington-Northern Virginia corridor combined statistical area, serves the nation's third most affluent consumer market and its fourth most populous region. Under normal conditions, our location supports a successful fiscal year of cruising. Having a facility dedicated solely to cruising, in addition to the Port of Baltimore's enviable location immediately off Interstate 95, make it extremely marketable and provide marquee visibility for cruise ships while in port. While ships are docked at the cruise terminal, they are visible from various points around Baltimore's Inner Harbor and, before the reduced traffic due to COVID-19, were seen by over 120,000 vehicles traveling daily on I-95.

Prior to COVID-19, both cruise lines reported ships sailing from Baltimore exceeded "full capacity," meaning total passengers equal more than two people per cabin. The MDOT MPA is actively pursuing opportunities to bring additional cruise lines to the Port. Our location makes Baltimore an ideal "drive-to" port for the Mid-Atlantic and Midwestern markets.

The cruise business is also a primary contributor to the MDOT MPA revenues. The most recent study of the economic impacts of the Port,^[1] prior to the COVID-19 pandemic, estimated that the MDOT MPA cruise activity generates a total of 378 local jobs, approximately 209 of which are direct jobs. This represents about \$17 million in local wages and salaries, nearly \$62.6 million in local business revenue, and approximately \$2.8 million in State and local taxes.

^[1] *Economic data for cruise activity has traditionally been reported by calendar year, given the strength of the historic summer cruise season which would be split between two fiscal years.*

Rail Operations

Railroads handle coal, containers, project cargo, military cargo, forest products, autos, roll-on/roll-off (RoRo) machinery, grain, cement, and liquid bulk cargo moving through the Port of Baltimore. The MDOT MPA facilities are serviced by both Class I railroads operating in the eastern United States. Norfolk Southern handles freight at the Dundalk Marine Terminal and CSX operates in Seagirt, North Locust Point, South Locust Point, Hawkins Point, and Fairfield/Masonville Marine Terminals.

The Seagirt Marine Terminal is the Port's only dedicated container terminal with track rights belonging to the Canton Railroad, a short-line rail carrier owned by the Maryland Transportation Authority. Ports America Chesapeake has direct operational control of the Intermodal Container Transfer Facility (ICTF) at Seagirt which allows rail access for CSX through their agreement with the Canton Railroad and provides daily international and domestic service to Chicago. Norfolk Southern recently announced their suspension of international intermodal service through the Port, but this will not impact any other commodities or services.

For years, double-stack container access has been the limiting factor of Baltimore when compared to our competing ports. A successful application to the U.S. Department of Transportation under the Infrastructure For Rebuilding America (INFRA) program completed the necessary funding components of the \$466M Howard Street Tunnel project. A detailed update on the Howard Street Tunnel project is available beginning on page 24.

Unlike all other cargo, rail volume did not rebound in FY 21 the way other modes and commodities did, primarily because of Baltimore's truck-centric cargo mix. The MDOT MPA was able to absorb the overall surge through the Port as FY 21 brought some optimism to the U.S. market, but global supply chain disruptions have prevented some cargo access to Baltimore which also reduced the potential rail volume.



Seagirt's Intermodal Container Transfer Facility in Action

Operations at Seagirt Marine Terminal

Ports America Chesapeake (PAC) has successfully managed Seagirt Marine Terminal since the landmark 50-year, public-private partnership (P3) was finalized in January of 2010. Since then, the partnership continues to be a benefit to the Port community, and PAC continues to deliver on its promises. Seagirt's key performance indicators – cargo growth, operational efficiency, job creation, etc. – have all been positive and container volumes continue to increase overall.

Since taking control of Seagirt, PAC has invested millions of dollars in capital improvements. Those improvements include new yard cranes, cargo handling equipment, paving, a grain trans-load system, implementation of Radio Frequency Identification (RFID) technology, a new back gate, and six new Rubber Tired Gantry (RTG) cranes for more efficient cargo movement on the terminal.



To accommodate the increasing number of ultra-large container vessels calling on the Port, PAC and the MDOT MPA are in the process of implementing the Seagirt Berth 3 Modernization P3 project to add a second 50-foot-deep berth. This includes adding four new Neo-Panamax container cranes, additional yard equipment and dredging to widen the entrance channel and turning basin. Upgrades to the terminal infrastructure, hardware, and cargo handling equipment are also planned to service the larger vessels. The Berth 3 modernization project was made possible in part by a \$6.6 million grant from the USDOT BUILD Grant program.

Other future projects in the works for the Seagirt Marine Terminal include:

- Redevelopment of the 37-acre Point Breeze Business Center property to allow for expanded capacity;
- Installation of radiation monitors as the next phase of development for Seagirt's back gate, which will allow inbound and outbound access for trucks with loaded containers;
- Weigh-in-motion scales and additional optical character recognition portals are currently under construction to increase the speed of truck processing;
- Additional inbound lanes to address volume increases;
- Reconfiguration of outbound lanes to add capacity, increase safety and add speed;
- New, more efficient rubber-tired gantry (RTG) cranes to augment and replace older units, with seven arriving by the end of 2021;
- Seagirt turning basin dredging has been completed, and pocket dredging has begun;
- Berth 3 construction is on schedule, with new ship-to-shore cranes arriving in September 2021, and the berth will be operational in the first quarter of Calendar Year 2022; and
- The MDOT MPA and PAC have applied for additional federal funding from the USDOT RAISE Grant and Port Infrastructure Development Grant (PIDP) programs for improvements at berths 1 & 2 to allow the servicing of three ultra-large container vessels simultaneously at Seagirt.

The MDOT MPA Major Projects Update:

BUILD Grant Project at Seagirt Marine Terminal:

In FY 2019, the MDOT MPA secured a \$6.6 million Better Utilizing Investments to Leverage Development (BUILD) grant from the USDOT for the Seagirt Marine Terminal Berth 3 Modernization P3 project. The project will add a second 50-foot-deep berth at Seagirt capable of serving ultra large container vessels (ULCVs).



The project components include:

- Upgrading the existing Berth 3 wharf structures to accommodate a deeper dredge depth;
- Dredging of the berth pocket at Berth 3 and the access channel;
- Widening the turning basin to provide better safety clearances for Ultra Large Container Vessels (ULCV);
- Installing new hardware to support the installation of ship-to-shore cranes to service ULCVs;
- Repairing the existing Berth 3 wharf substructure, superstructure, and paving; and
- Installing concrete runways in the container yard for new, efficient RTG cranes to provide additional capacity and better cargo velocity.

The BUILD grant's current total project cost is \$32.8 million with the MDOT MPA contributing \$7.8 million and Ports America Chesapeake committing \$18.4 million, in addition to the \$6.6 million in grant funds.

The project is on schedule, with the second 50-foot-deep berth scheduled to be operational in early 2022.

Howard Street Tunnel Project

Double-stack capability on CSX's rail network has long been a priority for the MDOT MPA. The primary obstacle to achieving that goal has been CSX's Howard Street Tunnel (HST), a 126-year-old, 1.7-mile-long railroad tunnel through the heart of Baltimore City that is approximately 18 inches short to safely accommodate double-stack intermodal trains. For years, it was thought that improvements to the

existing tunnel would cost billions of dollars and be highly disruptive to the surrounding communities. Using advances in engineering technology, the MDOT MPA and CSX have developed a solution that can be delivered at a fraction of the original cost estimate with limited impacts to the public.

The HST Project is estimated to cost \$466 million and consists of vertical clearance improvements to the HST and 21 bridges located between Baltimore, Maryland and Philadelphia, Pennsylvania. The tunnel itself will be reconstructed within the existing envelope to provide the additional 18 inches of clearance needed for double-stack trains. For the bridges, most will only require track lowering beneath the bridge. There are three bridges in Baltimore City that require more extensive work to their superstructure. Those bridges are North Avenue over CSX, which will have a portion of its superstructure modified and rebuilt, along with Guilford Avenue over CSX and Harford Road over CSX, which will both be fully replaced with new structures. Once complete, the project will provide double-stack access to the Port's Seagirt Marine Terminal and connect the Port to 100 percent of CSX's primary intermodal network.



CSX Train Exiting the Howard Street Tunnel's North Portal

In July 2019, the State of Maryland was awarded a \$125 million INFRA grant from the U.S. Department of Transportation for the HST Project. The remaining funding for the project will come from the State of Maryland, CSX, Pennsylvania Department of Transportation and Baltimore City's Federal Highway Administration formula funds. The Federal Railroad Administration issued final National Environmental Policy Act (NEPA) approval for the HST Project in June 2021. Construction is expected to begin in FY 2022 and be completed by the end of 2026.

Once complete, the project will generate an additional 160,000 containers per year through the Port of Baltimore, 6,550 construction jobs, and an additional 7,300 jobs coming from increased business. In turn, the long-term jobs generate over \$1 billion annually in personal income, re-spending/local consumption, and business revenues, and an additional \$65 million annually in State and local taxes.

Planning for Climate Resilience

Serving along the water's edge, the MDOT MPA is susceptible to the impacts of climate change. Marine terminals may be subject to flooding and tidal inundation from projected sea level rise and severe weather events, and as marine terminals cannot be relocated, they must adapt in place. The MDOT MPA continuously works to ensure its engineering, facility and operations personnel, as well as those of our private-sector partners, are aware of potential climate change impacts, and are working to become more resilient.

Recognizing that Port operations may be threatened by changing climate conditions, the MDOT MPA has adopted a three-pronged model to assess future actions, as follows:

MIGRATE:

Move terminal functions out of the flood plain, when feasible. Many terminal functions must be in proximity to the water, making this difficult to execute. The MDOT MPA may, however, move activities out of the flood plain if they are not directly related to cargo operations, including administrative activities.

ELEVATE:

All new MDOT MPA facilities or structures sensitive to damage that must remain on the terminals will be designed to be 2 feet above the 100-year flood elevation if operationally feasible.

MITIGATE:

Those facilities or structures that cannot be migrated or elevated will be reinforced or strengthened with non-corrosive materials that can handle inundation or limit potential weather damage, whenever significant maintenance is required, or capital investments are being made.

The MDOT MPA will continue to work with local, State, and federal partners to research, plan for, and when possible, to implement sound climate resilience and adaptation policies and projects in the future.

Dundalk Marine Terminal Climate Resilience Project Update:

In FY 2021, the MDOT MPA was awarded a \$10 million USDOT BUILD Grant for resiliency and flood mitigation improvements at the Dundalk Marine Terminal. This \$36.7 million project will construct critical flood mitigations needed at Dundalk, including the installation of 15 backflow preventers, constructing a new 4,000 linear feet storm drain box culvert with a pump for extreme rain events, and installing a perimeter barrier to prevent storm surge from overtopping the berths.

Storm surges are costly events that could flood up to 318 acres or 72 percent of Dundalk's open storage area, damaging high-value cargo. The project improvements will reduce the chance of catastrophic flood damage by 70% and avoid flooding that is currently experienced in some locations. The box culvert will also help reduce sediment discharge into the Patapsco River.

Port of Baltimore - Economic Impacts

The Port of Baltimore remains the economic heart of the greater Baltimore region and the State of Maryland by providing jobs, business activity, and tax revenues throughout. In addition, the Port provides Maryland's manufacturers, shippers, wholesalers, and retailers a competitive means of exporting and importing goods within the global marketplace efficiently and cost effectively.

In 1956, when the Maryland General Assembly created the Maryland Port Authority, and later the Maryland Port Administration, it placed state-wide economic benefits at the core of its mission to "increase the flow of waterborne commerce through the State of Maryland in a manner that provides benefits to the citizens of the State."

The MDOT MPA has been successful in achieving this mission of creating substantial economic impact by generating 37,300 jobs in Maryland²:

- 15,330 Direct Jobs in Maryland
- 21,970 Induced and Indirect Jobs in Maryland
- \$ 3.3 Billion in Personal Wage and Salary Income
- \$ 2.6 Billion in Business Revenues
- \$ 395 Million in State and Local Tax Revenues
- 101,880 Related Jobs³, and
- Over 139,170 Total Jobs Linked to Port Activity

The Port, with over 300 years of longevity, provides employment opportunities for people with a wide range of skill levels, and provides an average annual salary of \$62,700 for each direct job generated – an average annual wage which is 9.5 percent higher than the average annual wage for every job in the State of Maryland, which is just under \$57,270.

² From the most recent data available: "The Economic Impacts of the Port of Baltimore" October 15, 2018, prepared by Martin Associates.

³ Related jobs are those jobs with companies importing and exporting cargo through Maryland's Port of Baltimore, that have the option of shipping their products or supplies (for example, containerized items or steel products for construction) through other ports. These companies benefit from having a healthy port nearby in Baltimore to assist their logistics. If the Port of Baltimore was not available to them, these employers might suffer an economic penalty, but would likely survive by shipping through another port.

Challenges: FY 2021 and Beyond

There are a variety of challenges on the horizon for the MDOT MPA and the Port of Baltimore. In addition to aggressive competition for port business and a slowing global economy, the challenges being faced include:

- **An increasingly competitive environment requires new investments** – The competitive environment among East and Gulf Coast ports has increased in recent years. Several East and Gulf Coast ports are increasing capital investments in their terminals and transportation infrastructure while offering reduced rates and cargo incentives – some of which have been aided by large government subsidies from their respective states and localities – to divert existing cargo their way. In addition, global logistics patterns have been shifting in response to changing trade patterns and increased options for the global movement of freight. The MDOT MPA must remain competitive in the future through strategic partnerships, capital investments, aggressive rates, outstanding quality programs, and exceptional customer relationships and services to maintain its competitive position relative to other ports.
- **Terminal system preservation needs are mission critical**– In addition to new investments, ongoing system preservation funding is critical to adequately maintain vital waterfront facilities in an increasingly harsh marine environment. The MDOT MPA completed an Asset Management Five-Year Berth Inspection Program that included two years of inspections that identified \$130.6 million of critical infrastructure preservation and reconstruction needs during the next six-years to ensure safety and operational integrity of the MDOT MPA’s terminal berths and related infrastructure.
- **Cost of dredging and dredged material placement solutions** – Constraints on dredged material management solutions, the cost of dredging, and federal funding for dredging and dredged material management remains serious concerns at both the State and federal level. Current capacity is inadequate to perform both maintenance dredging and new work private sector dredging projects without overloading the Harbor dredged material placement sites. The need remains to activate additional dredged material management solutions for the safe, long-term, and environmentally appropriate management of dredged material. Maintaining a sustainable, cost-effective, environmentally sensitive, and community-supported dredging program remains a considerable long-term challenge. Construction funding for the Mid-Chesapeake Bay Island aquatic ecosystem restoration project remains a priority.
- **Continuing “ECO Port” and community initiatives** – The MDOT MPA has been an active partner in the protection and enhancement of the Chesapeake Bay and the health of Maryland’s citizens by helping to improve air and water quality. The MDOT MPA views community engagement as essential to its long-term sustainability, success, and growth.

To ensure future growth at the terminals, the MDOT MPA must seek innovative solutions to air emission issues, particularly reductions in the use of diesel fuel. Diesel emissions remain the most significant source of emissions for the Port. Future solutions could include electrification or alternative, low-carbon fuels for cargo handling equipment.

- **Double-stack capability is essential to remaining competitive** – While the MDOT MPA and CSX have designed a solution and secured the funding required to address the HST bottleneck, the improvements are still several years away from completion. In the meantime, the MDOT MPA will need to continue to engage with ocean carriers and beneficial cargo owners to attract as many containers as possible until the permanent double-stack solution is in place. The potential for double stacking from Baltimore will allow the Port of Baltimore to better compete for discretionary containerized cargo.



Cruise Maryland Terminal

Appendix

Contracts and Leases Approved by the Maryland Port Commission for FY 2021 (July 1, 2020 – June 30, 2021)

July 2020

1. Renewal Option No. 1, Contracts #217045A-IT & #217045B-IT, Geographical Information System Services; Total Amount – \$1,000,000; Term: January 8, 2021 – January 7, 2022 (One Year).
 - Contract #217045A-IT – Johnson, Mirmiran & Thompson, Inc., Hunt Valley, Maryland; \$500,000.
 - Contract #217045B-IT – Rummel, Klepper & Kahl, LLP, Baltimore, Maryland; \$500,000.
2. Contract #219047-IT, Project Management for MDOT MPA Information Services Division, DK Consulting LLC, Columbia, Maryland; \$1,058,553.60; Term: August 13, 2020* – August 12, 2025 (Five Years with One (1) 5-Year Renewal Option) (**or earlier upon BPW approval*).
3. Contract #517006, Berth 11 Deck Upgrades at Dundalk Marine Terminal, Marine Technologies, Inc., Baltimore, Maryland; \$9,484,950; Term: August 2, 2020* – August 1, 2023 (Three Years) (**or earlier upon BPW approval*).

August 2020

No meeting was held in the month of August.

September 2020

1. Contract #220020-S, Planning and Economic Consulting Services, John C. Martin Associates, LLC, Lancaster, Pennsylvania; \$612,000; Term: October 8, 2020 – October 7, 2025 (Five Years).
2. Contract #220005A-S, Innovative Reuse of Dredged Material from Cox Creek Dredged Material Containment Facility (DMCF), Belden-Eco Products, LLC, Canton, Ohio; \$298,061; Term: October 15, 2020* – March 15, 2021 (**or earlier upon BPW approval*).

October 2020

1. Renewal Option No. 1, Contract #218007-IT, Microsoft SQL Database and System Administrator, SYSCOM, Inc., Baltimore, Maryland; \$600,000; Term: June 21, 2021 – June 20, 2024 (Three Years).

November 2020

1. Contract #220005D-S, Innovative Reuse of Dredged Material from the Cox Creek Dredged Material Containment Facility (DMCF), Northgate Environmental Management, Inc., Frederick, Maryland; \$299,305; Term: December 3, 2020* – December 3, 2021 (**or earlier upon BPW approval*).

December 2020

1. Contract #220005E-S, Innovative Reuse of Dredged Material from the Cox Creek Dredged Material Containment Facility (DMCF), Fastrak Express, Inc., Rising Sun, Maryland; \$203,119; Term: February 1, 2021* – January 31, 2023 (Two Years) (**or earlier upon BPW approval*).

January 2021

1. Contract #220021-S, Rail Maintenance Services at MDOT MPA Marine Terminals, Amtrac Railroad Contractors of Maryland, Inc., Hagerstown, Maryland; \$2,291,850; Term: March 1, 2021* – February 28, 2026 (Five Years) (**or earlier upon BPW approval*).
2. Contract #220005B-S, Innovative Reuse of Dredged Material from Cox Creek Dredged Material Containment Facility (DMCF), Susquehanna Concrete Products, Inc. dba Suscon Products, Magnolia, Maryland; \$274,200; Term: February 11, 2021* – February 11, 2022 (**or earlier upon BPW approval*).
3. Contract #220005C-S, Innovative Reuse of Dredged Material from Cox Creek Dredged Material Containment Facility (DMCF), Harford Industrial Minerals, Inc., Joppa, Maryland; \$270,400; Term: February 11, 2021* – February 11, 2022 (**or earlier upon BPW approval*).

February 2021

1. Modification No. 3, Contract #218001-S, Security Guard Services at MDOT MPA Facilities, Universal Protection Service LLC dba Allied Universal Security Services, Conshohocken, Pennsylvania; \$92,325; Term: March 11, 2021 – August 3, 2024.

March 2021

1. Renewal Option No. 1, Contract #218013-S, Hazardous and Nonhazardous Waste Management at MDOT MPA Properties, Allstate Power Vac, Inc., dba ACV Enviro, APV, Rahway, New Jersey; \$1,500,000; Term: October 17, 2021 – October 16, 2023 (Two Years).
2. Modification No. 1, Contract #218002-M, Fire Protection System Inspection, Maintenance, and Repair at MDOT MPA Facilities, Advanced Fire Protection Systems, LLC; \$600,000; Term: April 1, 2021 – May 31, 2023. Modification No. 1 adds funds to the contract value to allow for additional unanticipated repairs and capital improvements to fire protection systems.
3. Modification No. 1, Renewal Option, Contract #218029-S, Port of Baltimore Magazine, Media Two, LLC dba Today Media Custom Communications, Baltimore, Maryland; \$400,000; Term: January 1, 2022 – December 31, 2023 (Two Years).

April 2021

For Reporting Purposes Only (The following do not require Maryland Port Commission approval):

1. Real Property Disposition, **MC# 21-4021, Jessup Property (± 109.884 Acres), located on the East side of Dorsey Run Road in Jessup, Howard County, Maryland**, to be transferred from MDOT MPA to CSX Transportation, Inc.; \$32,500,000. The subject property was transferred from the Department of Public Safety and Correctional Services (DPSCS) to MDOT MPA; and, this sale, from MDOT MPA to CSX Transportation, Inc., is part of an economic development project, being handled by MDOT MPA, which includes the Baltimore Howard Street Tunnel Project.
2. Contract #221003-IT, On-Call Cable Installation, Eastcomm LTD, Upper Marlboro, Maryland. This contract is for on-call cable installation services at MDOT MPA. The term of this contract is two years with MDOT MPA having the unilateral option to renew for one two-year period. The cumulative value of the contract during the initial term and the renewal term, if exercised, may not exceed \$200,000.

May 2021

1. Renewal Option No. 2, Contracts #217045A-IT & #217045B-IT, Geographical Information System Services; Total Amount – \$1,000,000; Term: January 8, 2022 – January 7, 2023 (One Year).
 - Contract #217045A-IT – Johnson, Mirmiran & Thompson, Inc., Hunt Valley, Maryland; \$500,000.
 - Contract #217045B-IT – Rummel, Klepper & Kahl, LLP, Baltimore, Maryland; \$500,000.

June 2021

There were no contracts requiring Maryland Port Commission approval.