



MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND PORT ADMINISTRATION

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



Maryland Port Commission
Annual Report for Fiscal Year 2022
(Transportation Article, §6-201.2 (c))

December 2022

Purpose

The Maryland Port Commission Annual Report for Fiscal Year 2022 was prepared in response to Transportation Article, §6-201.2 (c), which requires:

- “(c)(1) *Subject to § 2-1257 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.”*
- (4) (i) *The report shall also describe the vulnerability assessment information concerning public terminals submitted by the Administration to the United States Coast Guard under the federal Maritime Transportation Security Act of 2002.*

(ii) With respect to any vulnerability concerns reported by the Administration to the United States Coast Guard, the information reported under this paragraph:

- 1. Shall provide an estimate of the cost of addressing the vulnerability concerns;*
- 2. Shall state the amount of any grants or other federal funds received or requested by the Administration to address the vulnerability concerns and shall include information on the status of any pending requests for federal funds; and*
- 3. May not include the specific details of any vulnerability concerns, the disclosure of which could compromise, in any way, transportation security.*

Maryland Port Commission

James F. Ports, Jr., Secretary
Maryland Department of Transportation
Chair of the Maryland Port Commission



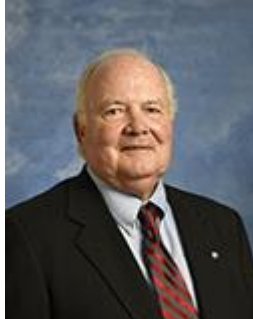
Ms. Brenda Dandy



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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 supply chain crisis and changes to national and global economies and to the maritime industry, the Maryland Port Commission (MPC) is proud to report that Maryland's 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 Maryland Port Administration (MDOT MPA), as well as the many important private stakeholders and governmental partners who we continue to work with in the changing landscape.

Overall, in fiscal year (FY) 2022, the state-owned public terminals of the MDOT MPA continued a strong rebound amid impacts to the international maritime shipping industry. In calendar year (CY) 2021¹, the public and private terminals of the Port handled a combined 43.6 million tons of foreign cargo with a total value of \$61.3 billion, a significant increase from calendar year (CY) 2020. In CY 2021, Maryland's Port of Baltimore had its best year ever in overall foreign cargo value. 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 be ranked 2nd for exported coal.

With that demand, port congestion is at an all-time high. Despite these challenges, 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 in Maryland. 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 Maryland 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.

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

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.

The short-term challenges center around ongoing supply chain challenges nationally and globally. Specific issues that have impacted Port business in FY 2022 and 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.
- The global shortage of semiconductor chips continues to hamper the manufacturing and trade of automobiles globally; however, there have been recent signs of improvement. This includes plans to construct large semiconductor chip factories in Arizona, Ohio, and Texas, and the recent congressional enactment of legislation allocating \$53 billion for domestic semiconductor manufacturing incentives. While it may take time for these positive developments to take hold, these steps should help to address the semiconductor chip shortages that have plagued automobile manufacturers.
- Other supply chain issues caused by China's strict COVID-19 lockdowns and persistent staffing challenges within key segments of the manufacturing, shipping, and transportation sectors persisted in 2022 and could negatively impact international trade in 2023.
- Of particular note is the nationwide shortage of truck drivers that has exacerbated supply chain challenges and impacted the transportation of materials, supplies, and equipment by truck within the United States.

The MPC also recognizes several long-term issues that include:

- Continued capital funding 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 successful growth of 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 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.

Major Accomplishments in FY 2022

- **Maryland Breaks Ground on the Howard Street Tunnel Project** – CSX broke ground on the long-awaited Howard Street Tunnel expansion project in November 2021. A contingent of public and private sector leaders participated in the event which will reconstruct the 127-year-old, CSX-owned freight rail tunnel to allow for double-stacked intermodal container trains to and from the Port of Baltimore. The project consists of vertical clearance improvements at the Howard Street Tunnel and 21 other locations between Baltimore and Philadelphia. Construction is scheduled to be completed in CY 2026.
- **Seagirt Welcomes Four New Neo-Panamax Cranes** – Four additional Neo-Panamax, ultra-large cranes arrived at Maryland’s Port of Baltimore’s Seagirt Marine Terminal in September 2021. The Port’s container business has grown impressively over the last ten years and is poised to grow even more with the addition of the new cranes. The cranes measure 450 feet tall (about 25 feet higher than the first set of big cranes that arrived in 2012) and are fully electric, which means they will emit no diesel emissions. The new cranes can lift nearly 190,000 pounds of cargo. The cranes are part of a \$166 million investment in the Seagirt Marine Terminal by Ports America Chesapeake.
- **Seagirt Loop Deepening Feasibility Study Moves Forward** – The Seagirt Loop Feasibility Study, a 3-year feasibility study between the MDOT MPA and the U.S. Army Corps of Engineers (USACE), advanced through the USACE’s Agency Decision Milestone with a Recommended Plan to deepen the loop channel to a depth of 50 feet. Once constructed, this project will relieve the terminal’s berth capacity bottleneck, increase operational and commercial flexibility, and enable vessels to move in and out of the terminal more safely and efficiently.
- **Mid-Bay Underway** – The Mid-Bay Ecosystem Restoration Project, a top priority for the Port and Maryland’s Congressional Delegation, received \$84 million in federal construction funding on behalf of the USACE Infrastructure Investment and Jobs Act (IIJA) supplemental work plans to advance the Barren Island and James Island portions of the project. The USACE IIJA supplemental work plans also included funding for operations and maintenance of several shallow draft navigation channels in the Chesapeake Bay, some of which may be utilized to restore Barren Island. 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.
- **ZIM Shipping Line Begins Service on the e-Commerce Baltimore Express** – The MDOT MPA, working closely with Ports America Chesapeake, delivered Maryland’s Port of Baltimore’s newest container line service, the ZIM E-Commerce Baltimore express (ZXB). ZIM is one of the top ocean carrier container companies in the world. The ZXB is a service from China and Southeast Asia to the U.S. East Coast and was named after Baltimore due to the Port’s strong and capable e-commerce abilities and supply chain network. ZIM operates a fleet of close to 100 vessels and is a significant participant in international container shipping with a sizeable market share.
- **Seagirt Adds New “Around the World” MSC Service** – Maryland’s Port of Baltimore added to an existing international container service with the Mediterranean Shipping Company (MSC) that includes port visits between Asia and the Panama Canal as well as the U.S. and the Suez Canal. The MDOT MPA and Ports America Chesapeake were also successful at securing another new MSC container service, this one to the Indian Subcontinent and Mediterranean. The MSC Indus 2 service includes an eight-ship string of 8,500 twenty-foot equivalent container capacity vessels that travel to Baltimore, as well as seven other ports around the world.

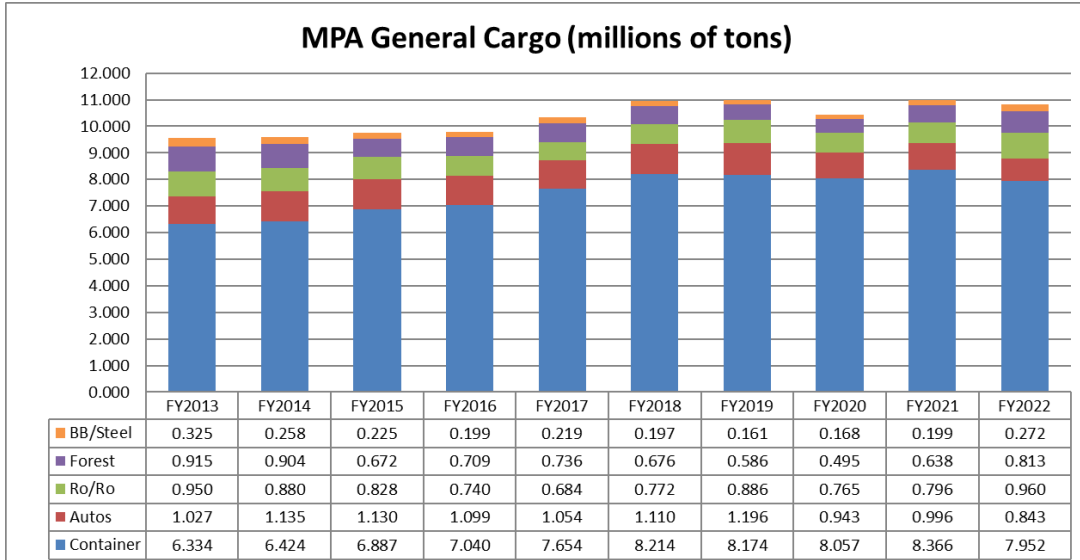
- **Maryland’s Port of Baltimore Sets Cargo Dollar Value Record** – Despite international industry-wide impacts from the supply chain disruptions, the Port set a record in CY 2021 by handling \$61.3 billion worth of foreign cargo. The Port’s state-owned public marine terminals, along with its private terminals, handled a total of 43.6 million tons of cargo in CY 2021, just falling short of its record 44.2 million tons in 2019. The new dollar value record surpassed the previous record of \$58.4 billion set in 2019. It also represented a considerable jump over the \$49.6 billion in cargo value in CY 2020. The 43.6 million tons of cargo last year was more than six million tons higher than the 37.3 million tons in 2020.
- **Supply Chain Efficiencies at Maryland’s Port of Baltimore** – Maryland’s Port of Baltimore did not experience significant supply chain delays, as did other Ports across the country. In fact, Maryland’s Port of Baltimore handled more than 60 “ad hoc” ship calls during the recovery stages of the pandemic, such as vessels diverted to Baltimore that were not on a regularly scheduled service call. As e-commerce consumer purchasing became more common during the pandemic, Maryland’s Port of Baltimore excelled because of its impressive supply chain and distribution center network. Baltimore became a prime gateway for goods heading to the e-commerce market and for cargo sent to the Midwest via rail.
- **Cruising Returns to Maryland** – After a national cruise industry pause due to the COVID-19 pandemic, Maryland’s Port of Baltimore welcomed back both of its year-round cruising partners: Carnival and Royal Caribbean cruise lines. Carnival’s first sailing post-pandemic occurred in September 2021 while the first Royal Caribbean cruise was in December 2021. The MDOT MPA celebrated both restarts with each cruise line and with our cruise operation partners. Since the restart, both cruise lines are sailing at full capacity from Baltimore.
- **President Biden Visits Maryland’s Port of Baltimore** – U.S. President Joe Biden visited Maryland’s Port of Baltimore after passage of the bipartisan infrastructure law in November 2021. The \$1.2 trillion package included \$17 billion to upgrade America’s ports, roads, bridges, airports, rail, and transit networks. In a separate visit in July 2021, the Port welcomed United States Transportation Secretary Pete Buttigieg.
- **Maryland’s Port of Baltimore Receives Federal Funding to Improve Rail Operations** – In June 2022, the Federal Railroad Administration announced a \$15.68 million grant to the MDOT MPA from the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program. The CRISI grant is being matched by \$6.72 million from Ports America Chesapeake. The project will modernize the Seagirt Marine Terminal’s intermodal container transfer facility, where containers are loaded onto and off of trains, in order to increase capacity and improve operations. The project is necessary due to increased container volumes expected once the Howard Street Tunnel Project is complete.
- **Top Security Grade: 13 Consecutive Years and Counting** – For the 13th consecutive year, Maryland’s 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), and Fairfield.
- **Additional Port Security Grant Funding** – In July 2021, the MDOT MPA was awarded a \$1.6 million grant under the Federal Emergency Management Agency’s Port Security Grant Program. The funding is going towards solidifying cybersecurity and access control policies and initiatives at Maryland’s Port of Baltimore’s public marine terminals. Since 2005, the public terminals have received more than \$23 million through the Port Security Grant Program. Over that period, the Port has significantly enhanced

its security program by upgrading access control procedures, installing physical security fixtures such as high-mast lighting and fencing, and strengthening closed-circuit television.

- **EPA Awards the Port \$1.8 Million Grant to Reduce Emissions** – Maryland’s Port of Baltimore was awarded a \$1.8 million Diesel Emission Reduction Act (DERA) grant from the U.S. Environmental Protection Agency (EPA) for its Diesel Equipment Upgrade Program, which replaces older cargo-handling equipment and dray trucks with newer, cleaner, and more efficient models. The grant helps further reduce emissions at the Port and surrounding residential neighborhoods. It is assisting in the replacement of several pieces of diesel-powered equipment that operate at the Port, including yard trucks, forklifts, welding units, and three heavy duty dray trucks. Since the Diesel Equipment Upgrade Program began in 2008, a total of 118 pieces of diesel cargo-handling equipment such as forklifts, top loaders, locomotives, and tugs have been replaced or retrofitted with cleaner engines resulting in the removal of more than 5,100 tons of emissions.
- **Innovative Reuse of Dredged Material Makes Major Strides** – Implementation of the 2020 Innovative Reuse and Beneficial Use Strategy is well underway. Seven Research and Development Innovative Reuse projects are underway to allow the MDOT MPA to identify high-volume, sustainable reuse applications to support long-term strategic planning and identify the critical steps to making large-scale innovative reuse a reality at Maryland’s Port of Baltimore. The MDOT MPA launched the Innovative Reuse and Beneficial Use website tool in late 2021, which continues to serve as a resource and provides a formal dredged material request process.
- **Continuing to Engage Port Communities and Grow Meaningful Partnerships** – The MDOT MPA Stakeholder Engagement, Education and Community Outreach efforts continue to reach new partners and support the Port’s neighboring communities. In March 2021, the MDOT MPA 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 2022. 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.
- **Urban Wildlife Refuge Partnership Continues** – On March 11, 2022, the U.S. Department of the Interior Secretary Deb Haaland visited Masonville Cove, the nation’s first Urban Wildlife Refuge Partnership, to learn about the Partnership’s significant contributions to the local economy and ongoing efforts to enhance Baltimore communities through recreation opportunities, conservation, and outdoor education.

MDOT MPA Cargo Activity in FY 2022

The MDOT MPA terminals handled 10.83 million tons of general cargo in FY 2022, a decrease of 0.8 percent from the previous year. In FY 2022, the MDOT MPA saw mixed results within strategic commodities. Container volumes were down as container lines encountered increased congestion at other East Coast ports and chose to bypass Baltimore to offset time in their schedules. Automobiles saw the biggest decrease as the global semiconductor chip shortage reached its worst point in the 2nd quarter of FY 2022. Imported forest products at MDOT MPA terminals had its best year since FY 2014 and RoRo cargo had its best year since FY 2012.

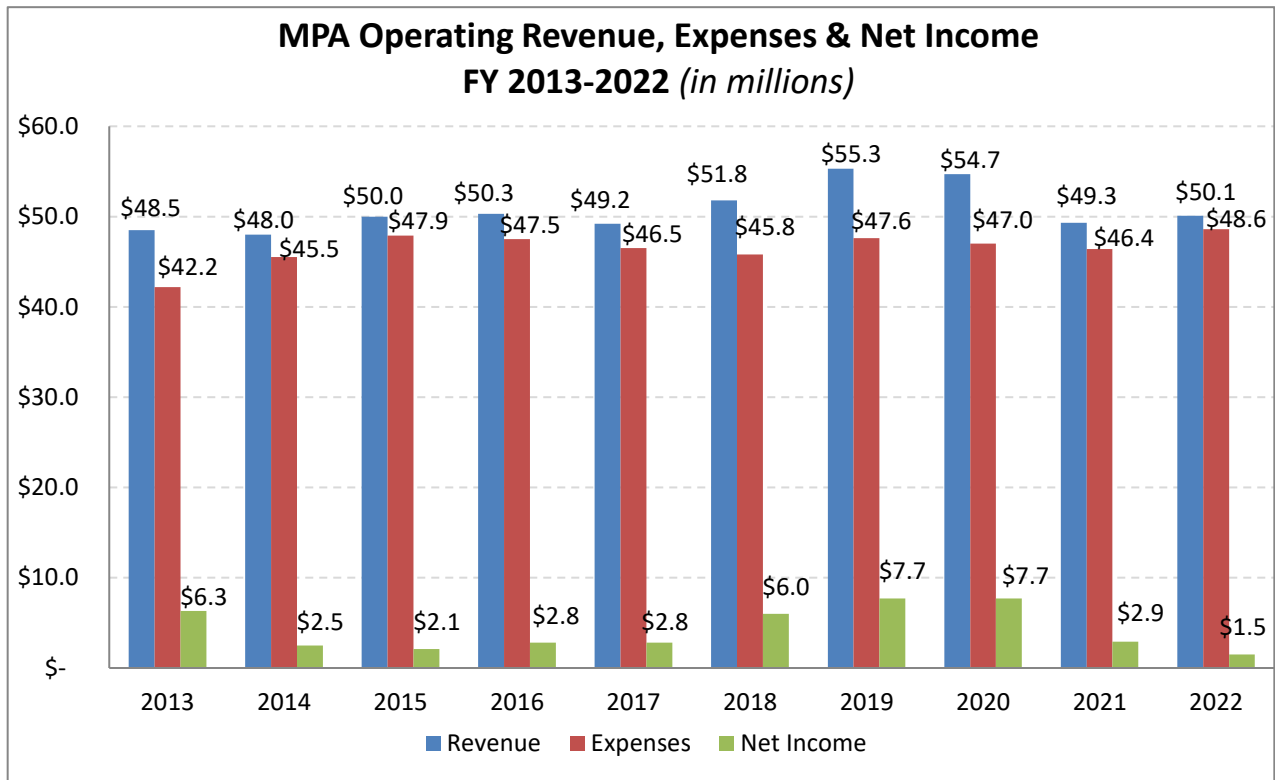


Internal MDOT MPA Data

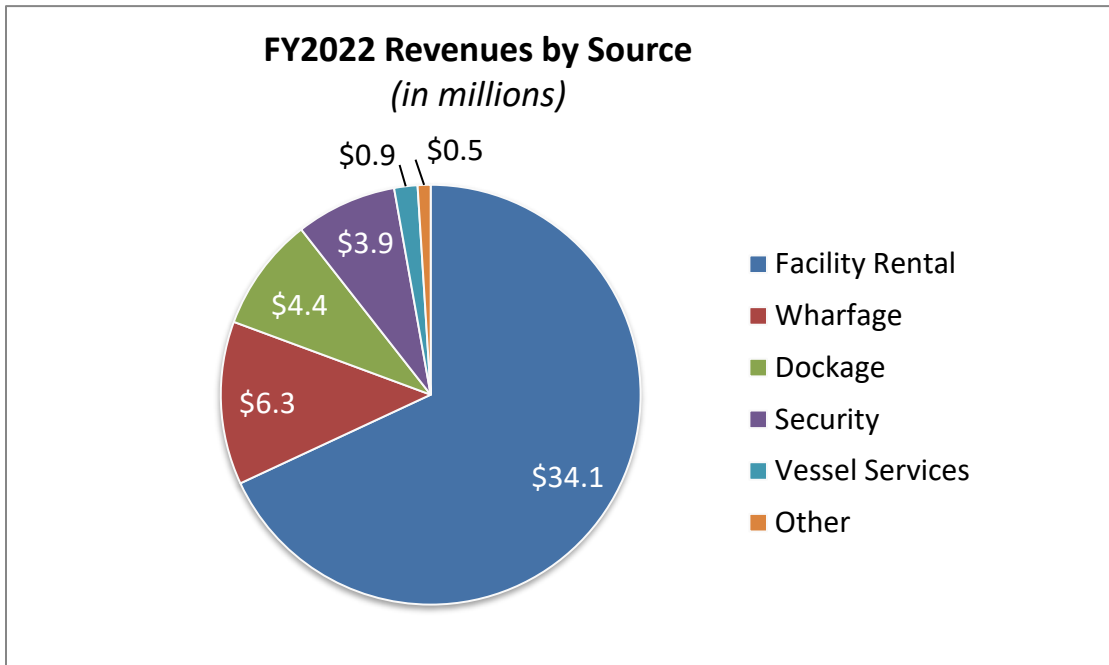
Operating Results for FY 2022

The MDOT MPA generates significant economic benefits for Baltimore City, the State, and the 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.

While no cruises were allowed to sail during the initial onset of the COVID-19 pandemic, both major cruise lines returned to Baltimore in mid-FY 2022 with a full schedule. Other areas that were negatively impacted during the pandemic, including RoRo and containers, have since rebounded. Automobiles have not fully recovered from pandemic lows. Lease agreement revenues have helped shield the MDOT MPA from the fluctuations and uncertainties in other areas. Total operating revenues for FY 2022 were \$50.1 million. Net operating income in FY 2022 from the MDOT MPA terminal operations was \$1.5 million. 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.



Internal MPA Data



Internal MDOT MPA Data

Environmental Sustainability and Compliance Activities

The MDOT MPA continues to work to closely align its statutory mission to increase waterborne commerce through the ports in Maryland with stewardship of Maryland's natural resources, and the health and well-being of the environment and our neighboring communities. Along these lines, the MDOT MPA is committed to meeting its obligations for improved air and water quality, reduction of impacts to the Patapsco River and the Chesapeake Bay, and sound environmental management of maritime operations and dredging projects. The MDOT MPA is actively working to reduce diesel emissions, manage stormwater in a responsible manner, become more energy efficient, and offset environmental impacts from port operations with green projects that meet stewardship goals and provide community benefits. Through the MDOT MPA's EcoPort initiative, port leaders, employees, tenants, and community volunteers work together to meet more stringent environmental standards and deliver excellent business results.

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 MDOT MPA's EMS is a structured system designed to help manage MDOT MPA's environmental impacts and improve environmental performance related to operations and activities. The EMS provides an important framework for environmental management at the MDOT MPA and covers areas such as training, record management, inspections, objectives, and policies. It also helps guide the MDOT MPA's voluntary environmental initiatives and expanded communication with port stakeholders and nearby communities. The MDOT MPA's continued recertification is indicative of the commitment to conform to the highest international standards for environmental stewardship, sustainability, and continual improvement.

The MDOT MPA environmental accomplishments in FY 2022 include the following:

- **Port Air Quality Partnership Continues** – The MDOT MPA completed the sixth successful year working with the Maryland Department of the Environment (MDE) to implement air quality improvement projects under the Voluntary Air Agreement. Originally signed in 2015 and updated in 2021, the agreement commits MDOT, MDOT MPA, MDE, and the Maryland Energy Administration to develop and implement projects that reduce air emissions or increase energy efficiency at the Port, while recognizing the importance of climate change and providing a greater focus on stakeholder engagement with underserved and overburdened communities
- **Port Receives EPA Grant to Reduce Emissions** – Maryland's Port of Baltimore was awarded a \$1.8 million DERA grant from the U.S. EPA for their Diesel Equipment Upgrade Program. The grant will help the MDOT MPA replace older cargo-handling equipment and dray trucks with more efficient models, including replacing four-yard trucks, six forklifts, one mobile welding unit and three heavy-duty dray trucks. The new dray trucks will be the first electric-powered dray trucks to serve the Port.
- **Capstone Project Host** – University of Maryland Global Campus environmental management graduate students had an opportunity to see practical applications for their field of study through a semester-long capstone project with the MDOT MPA. Their study focused on alternative energy and emission reduction technologies in a Port setting.
- **LED Lighting Upgrades** – The MDOT MPA installed new interior and exterior LED lighting in several areas throughout the Dundalk Marine Terminal and South Locust Point Marine Terminal. 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 improvements to reduce pollution entering local waterways and ultimately the Chesapeake Bay.
- **Water Quality Trading Program** – The MDOT MPA worked collaboratively with the MDE to refine the application process and register the first credits for stormwater projects under Maryland's Water Quality Trading Program (WQT) in 2019. The WQT is part of Maryland's Chesapeake Bay restoration effort that helps Maryland businesses and organizations more cost-effectively meet federal Clean Water Act Total Maximum Daily Load requirements. The WQT creates a public marketplace for verified nitrogen, phosphorus, and sediment reduction credits to enhance the restoration and protection of the Chesapeake Bay. For the fourth consecutive year, the MDOT MPA listed available credits for 2021 on the WQT and worked with prospective purchasers to finalize sales of the credits.
- **Awards** – After achieving the “Most Innovative Stormwater Permit Implementation” category award, the MDOT MPA advanced to the next round and won the prestigious grand prize Best Urban Best Management Practice in the Bay Award from the Chesapeake Stormwater Network. Additionally, two partnership projects received esteemed MDOT Environmental Excellence Awards, an annual recognition of notable achievements in environmental compliance and sustainable practices across the MDOT. The award for environmental quality went to the new living shoreline at the Arlington Echo Outdoor Education Center, the headquarters of Anne Arundel County Public School’s Environmental Literacy and Outdoor Education Office. The People’s Choice Award—determined by the votes of MDOT employees—went to the MDOT MPA’s trash and litter reduction initiatives including Baltimore Harbor’s four trash wheels.
- **Stakeholder Engagement** – The MDOT MPA is committed to being a responsible neighbor and building partnerships with stakeholders. Throughout FY 2022, while ensuring the utmost safety during the pandemic, the MDOT MPA outreach team members and partners participated in events such as the Baltimore Port Alliance Environmental Committee “Air Tour”; Port Safety and Environmental Committee Annual Meeting; Turner Station Community Clean-up at Fleming Park; Eisenhower School Tour at Masonville Cove; Trucker Appreciation Day; and presented “Green Business is Good Business” to the Mid-Atlantic Regional Air Management Association.

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 annual maintenance and new dredging projects. Citizen and stakeholder involvement is emphasized throughout the process.

In FY 2022, 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 Aquatic Ecosystem Restoration Project. Progress continued this year to develop solutions for adding long-term capacity for both Bay and Harbor channel material.

The MDOT MPA continues to expand traditional placement options, such as the vertical and upland expansions of the Cox Creek and Masonville DMCFs, as well as beneficial use solutions, such as the Mid Chesapeake Bay Island aquatic ecosystem restoration project and other innovative reuse projects.

Cox Creek Expansion achieved a significant milestone in FY 2022, as construction of the North-South cross-dike between the existing DMCF and the expanded material borrow area is complete. This dike separates the existing DMCF from the borrow area and serves as a location to dry and process dredged material for innovative and beneficial reuse and allows the facility to continue to receive inflow projects during the construction expansion. The waterside dike raising commenced in March 2022 and is expected to reach +44 feet in late CY 2022. The expansion to +60 feet will provide 8.8 mcy of additional capacity for a total of 15.3 mcy.

Masonville DMCF expansion is underway as the base dike widening is being constructed in preparation for the dikes being raised from +18 to +30 feet, with a final elevation of +42 feet. The expansion will result in the site gaining approximately 4 mcy of capacity. The conservation easement for Masonville Cove with Maryland Environmental Trust and Baltimore Green Space was finalized, conserving, in perpetuity, 47 acres, thus preserving the long-term environmental benefits of this natural area.

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 continued within Baltimore Harbor in FY 2022 and a recommended suite of potential location siting and scale for the next pilot CAD cell is expected by close of CY2022. A second pilot project will provide an opportunity to study the CAD concept under different environmental conditions and refine dredged material placement and monitoring techniques when compared to the original pilot project.

The Seagirt Loop Feasibility Study, a 3-year feasibility study between the MDOT MPA and the USACE, is advancing through the USACE's approval process with a Recommended Plan to deepen the West Seagirt Branch Channel to an authorized depth of -50 feet mean lower low water and an authorized average width of 760 feet with widening at bends as necessary for the safe handling of vessels. When constructed this project will relieve the terminal's berth capacity bottleneck, increase operational and commercial flexibility, and enable vessels to move in and out of the terminal more efficiently. A Chief's Report is expected in Summer 2023, enabling the MDOT MPA to work with federal partners in the Congressional Delegation to authorize the project in a subsequent Water Resources Development Act legislation and include it in an appropriations bill.

The Mid-Chesapeake Bay Island Ecosystem Restoration Project, a top priority for the Port and Maryland’s Congressional Delegation, received \$84 million in federal construction funding on behalf of the USACE IJJA supplemental work plans to advance the Barren Island and James Island portions of the project. The USACE IJJA supplemental work plans also included funding for operations and maintenance of several shallow draft navigation channels in the Chesapeake Bay, some of which may be utilized to restore Barren Island. The Barren Island perimeter design is complete, permitting is in its final phases, and the USACE advertised the first construction contract in Summer 2022. James Island design has begun and extensive agency coordination is underway to optimize the resiliency and ecological benefits available. The MDOT MPA and the USACE continue to host Mid-Bay public outreach and stakeholder engagement efforts including tours of Poplar Island, informational Open House meetings and share project updates via newsletters and email.

The Mid-Bay Resiliency Working Group was established in FY 2022 to identify, evaluate, and recommend design and habitat features that enhance climate resiliency and strengthen carbon sequestration while contributing to ecological improvement in or near the Mid-Chesapeake Bay Island Ecosystem Restoration Project.

Significant Innovative Reuse of dredged material activities and developments continued to advance in FY 2022. The Maryland Board of Public Works approved a sixth contract under the Innovative Reuse 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 and vegetated berms to support ecological health in urban wetlands. Additionally, the MDOT MPA launched an Innovative Reuse and Beneficial Use website tool in late 2021, which serves as a convenient and efficient resource and provides a formal dredged material request process.

In FY 2022, the MDOT MPA made considerable progress on property acquisition negotiations with the owners of the Hawkins Point (formerly Cristal) property adjacent to the Cox Creek DMCF, with final acquisition expected before the close of CY 2022. This property is intended to be used for expanded innovative reuse operations, supporting long-term, large-scale capacity recovery in the Cox Creek DMCF.



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

Campers enjoying Youth Birding week, each becoming an expert on a particular bird
Photo credit: Emily Sperling, MES
The fun-while-learning experience was funded in part by the [Chesapeake Bay Trust](#).

Group photo at Poplar Island Photo credit: Katrina Jones, MDOT MPA

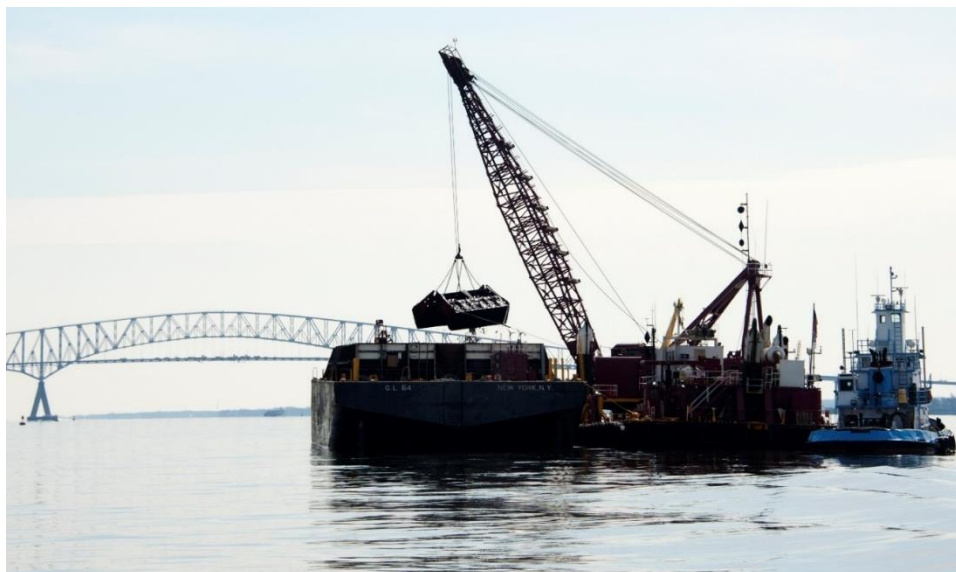
In FY 2022 the MDOT MPA, the USACE, and Virginia Marine Resources Commission continued to convene the “Virginia Bay Enhancement Working Group” to develop, recommend and rank alternative placement solutions, including beneficial use opportunities, to accommodate the maintenance dredged material removed from the York Spit channel in Virginia waters of the Chesapeake Bay. A Final Report for this first phase of the process was released in Summer 2022 and the following phase, a technical analysis to further refine and narrow the recommended alternatives, will commence in early FY 2023.

The MDOT MPA’s active outreach, education, and partnership programs continued to reach new stakeholders and amplify the Port’s impact with neighboring communities in FY 2022. In March 2022, the Masonville Cove Partnership hosted U.S. Department of the Interior Secretary Deb Haaland at Masonville Cove, the nation’s first Urban Wildlife Refuge Partnership, to learn about the Partnership’s significant contributions to the local economy and ongoing efforts to enhance Baltimore communities through recreation opportunities, restoration, and outdoor education.

Additional events included Masonville Cove’s First National Literacy Celebration, Celebrate Trails Day 2022, both hosted in April and the inaugural Youth Birding Camp at DMMP sites throughout June 2022.

In May 2022, the Baltimore Port Alliance hosted its third Hiring & Career Expo, bringing together over 35 employers in the maritime industry and hundreds of individuals seeking employment in the industry at all levels ranging from high school seniors to seasoned professionals, thus strengthening Maryland’s Port of Baltimore by growing the workforce. 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.

The MDOT and the MDOT MPA continue assessing and developing approaches to prioritize issues with potential impacts to the DMMP and are working on strategies to maintain the competitive position of the Port. Key national issues include climate change, sea level rise and coastal resiliency, comprehensive benefits of civil works projects and the beneficial use of dredged material, and regional sediment management pilot 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 13 consecutive years, the MDOT MPA 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, U.S. 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 the Federal Emergency Management Agency's Port Security Grant program; over \$23 million has been awarded to the MDOT MPA over the past 12 years. These funds have been utilized to enhance and maintain a sophisticated Closed-Circuit Television system, access control processes, install anti-vehicle borne Improvised Explosive Device barriers and develop and implement a sound cyber security program.

Cybersecurity

The MDOT MPA, under the guidance of the MDOT, 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 U.S. Department of Homeland Security, the Transportation Security Administration and the U.S. Coast Guard.

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

- Cybersecurity Automated Remediation;
- Enhancing Cybersecurity of the Network – Replacing End-of-Life Network Switches;
- Enhancing Cybersecurity of the Port-Wide Wireless Links – Replacing Legacy Wireless Links;
- Implementation of Critical Cybersecurity Procedures Requiring System and Network Changes;
- Cybersecurity Automated Remediation Phase II;
- Cybersecurity Enhancement of Unified Security Platform; and
- The design and ultimate approval of a cybersecurity annex to the MDOT MPA's Facility Security Plan

Cruise Maryland

Maryland’s Port of Baltimore welcomed back its first cruise ship in late 2021 when the Carnival Pride embarked in September on a seven-day cruise to the Bahamas. The Carnival Pride was later replaced with the Carnival Legend in November 2021. The Royal Caribbean Grandeur of the Seas was replaced with the Enchantment of the Seas, which returned to Baltimore on December 23, 2021. Both cruise lines have cruise schedules departing from Baltimore through 2024.

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, Baltimore supports a successful fiscal year of cruising. When cruising resumed, cruise ships were only sailing at 60-70 percent capacity; the ships are now sailing to full capacity. Having a facility dedicated solely to cruising, in addition to the Maryland Port of Baltimore’s enviable location immediately off Interstate 95, makes it extremely marketable and provides 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 seen by over 120,000 vehicles traveling daily on I-95.

Prior to the COVID-19 pandemic, both cruise lines reported ships sailing from Baltimore that exceeded “full capacity,” meaning total passengers equal more than two people per cabin. This past summer ships are once again exceeding full capacity and the MDOT MPA is actively pursuing opportunities to bring additional cruise lines to the Port. The location makes Baltimore an ideal “drive-to” port for the Mid-Atlantic and Midwestern markets.



Port of Baltimore’s Cruise Maryland Terminal.

Rail Operations

Railroads handle coal, containers, project cargo, military cargo, forest products, autos, grain, cement, and liquid bulk cargo moving through Maryland's 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 and Norfolk Southern through their agreement with the Canton Railroad. CSX currently provides daily international and domestic service to Chicago.

For years, double-stack container access has been the limiting factor of Baltimore when compared to competing ports. A successful application to the USDOT under the Infrastructure For Rebuilding America (INFRA) program completed the necessary funding components of the \$466 million Howard Street Tunnel project.

The MDOT MPA saw an increase in rail volumes following the introduction of ZIM's ZXB service in May 2022, which provides first port of call service into Baltimore. Following ZIM's success, the MDOT MPA continues to work with other ocean carriers to encourage them to route rail volumes through Baltimore, so they become familiar with the operational advantages Baltimore offers in advance of double-stack service being introduced once the Howard Street Tunnel is complete.



Seagirt's Intermodal Container Transfer Facility in Action

Operations at Seagirt Marine Terminal

Ports America Chesapeake has successfully managed Seagirt Marine Terminal since the landmark 50-year, public-private partnership was finalized in January 2010. Since then, the partnership continues to be a benefit to the Port community, and Ports America Chesapeake 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 operational control of Seagirt, Ports America Chesapeake has invested millions of dollars in capital improvements. Those improvements include new cargo handling equipment, paving, a grain trans-load system, implementation of Radio Frequency Identification technology, a new back gate, and 21 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, Ports America Chesapeake and the MDOT MPA are in the process of implementing the Seagirt Berth 3 Modernization P3 project that has added a second 50-foot-deep berth and installed four new Neo-Panamax container cranes, along with 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 Better Utilizing Investments to Leverage Development (BUILD) Grant program.

Over the past several months, the U.S. East Coast has been experiencing a significant shift in vessel calls and volumes. This increase in volume has put pressure on all aspects of our supply chain, workforces, and region, leading to significant increases in dwell times, import and empty container volumes, and equipment shortages. Maryland's Port of Baltimore has benefited from this shift in cargo with additional volumes, services, and new rail business.

During this time, Ports America Chesapeake and the MDOT MPA remain focused on accommodating current and future cargo demands at Seagirt Marine Terminal. Significant progress has been made on infrastructure projects to improve efficiency, capacity and turn times at Seagirt Marine Terminal.

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 and U.S. Customs and Border Protection workstations as the next phase of development for Seagirt's back gate, which will allow inbound and outbound access for trucks with loaded containers;
- Reconfiguration of outbound lanes to add capacity, increase safety and add speed;
- The MDOT MPA and Ports America Chesapeake have applied for additional federal funding from the USDOT National Infrastructure Project Assistance Grant and Port Infrastructure Development Grant programs for improvements at berths 1 & 2 to allow the servicing of three ultra-large container vessels simultaneously at Seagirt;

- The New Broening Highway inbound lanes were completed in early Fall 2022. This increases the number of inbound lanes by 40 percent, reducing wait times at Seagirt's main gate and enabling a single stop for all transactions;
- 15 new RTGs cranes will become operational late Fall 2022. These cranes will increase velocity in the yard, ultimately decreasing turn-times;
- A new Vail Street outbound gate will be opening late Fall 2022. This gate will increase capacity by 50 percent and improve departure time from the terminal;
- ICTF modernization to double throughput capacity; and
- Depot 2501 along Broening Highway will be opened as an empty depot to reduce Seagirt Terminal traffic and allow for quick turnaround of empty containers.

The MDOT MPA Major Projects Update

BUILD Grant Project at Seagirt Marine Terminal:

In FY 2019, the MDOT MPA secured a \$6.6 million BUILD grant from the USDOT for the Seagirt Marine Terminal Berth 3 Modernization project. The project added 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 nearly complete with a second 50-foot deep berth operational. Phase 1 of the new concrete RTG runways are scheduled to be completed in April 2023.

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 too 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: 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 USDOT 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 approval for the HST Project in June 2021. Project agreements were signed in November 2021. CSX initiated construction activities in early 2022 and expects to complete construction in CY 2026.

Once complete, the project will generate an additional 160,000 containers per year through Maryland's 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 revenue.

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 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, implement sound climate resilience and adaptation policies and projects in the future.

Dundalk Marine Terminal Climate Resilience Project Update:

Partially funded with a \$10 million FY2021 USDOT BUILD Grant, in CY 2023, the MDOT MPA will begin construction of the first three of its Dundalk Marine Terminal resiliency and flood mitigation improvements. With a total construction cost of \$42 million, these three improvements are: a 2,300 linear foot box culvert with a pump for extreme rain events; 14-tidal gates (aka "backflow preventers,"); and 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 percent and avoid flooding that is currently experienced in some locations. The box culvert will also help reduce sediment discharge into the Patapsco River.

The project has completed National Environmental Policy Act requirements with a Finding of No Significant Impact. Construction is expected to begin in CY 2023.

Maryland's Port of Baltimore - Economic Impacts

Maryland's Port of Baltimore remains the economic heart of the greater Baltimore region and the State of Maryland by providing jobs, business activity, and revenues. 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 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 Maryland's 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 2022 and Beyond

There are a variety of challenges on the horizon for the MDOT MPA and Maryland's 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**– The competitive environment among East and Gulf Coast ports has increased in recent years. 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**– Continued 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.
- **Sustainability of dredging and dredged material placement solutions** – Constraints on dredged material management solutions, the cost of dredging, and federal funding for ongoing maintenance dredging and dredged material management continues to be a focus of the MDOT MPA. 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, such as large-scale Innovative Reuse, 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.
- **Continuing "ECO Port" and community initiatives** – The MDOT MPA has been an active partner in the protection and enhancement of the Chesapeake Bay, the communities surrounding the Port's facilities and the health of Maryland's citizens by supporting and advancing efforts to improve air and water quality. The MDOT MPA prioritizes its commitments to community engagement and partnerships as essential to its long-term sustainability, success, and growth. To ensure future growth at the terminals, the MDOT MPA must continue to 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** – While construction is underway to address the double-stack bottleneck at HST, the improvements are still several years away from completion. 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 Maryland's Port of Baltimore to better compete for discretionary containerized cargo.

Appendix

Contracts and Leases Approved by the Maryland Port Commission for FY 2022 (July 1, 2021 – June 30, 2022)

July 2021

1. Contract #221006-S, Alarm Monitoring Services at Maryland Department of Transportation Maryland Port Administration (MDOT MPA) Facilities, Techmark Corporation, Timonium, Maryland; \$457,000; Term: September 1, 2021 – August 31, 2026 (Five Years).

August 2021

No meeting was held in the month of August.

September 2021

There were no contracts requiring Maryland Port Commission approval.

October 2021

1. Contract #220005F-S, Innovative Reuse of Dredged Material from the Masonville Dredged Material Containment Facility (DMCF), CSI Environmental, LLC, Millersville, MD; \$298,470; Term: November 4, 2021* – May 5, 2024 (*or earlier upon Board of Public Works approval).

November 2021

There were no contracts requiring Maryland Port Commission approval.

December 2021

There were no contracts requiring Maryland Port Commission approval.

January 2022

There were no contracts requiring Maryland Port Commission approval.

February 2022

There were no contracts requiring Maryland Port Commission approval.

March 2022

1. Contract #222006-S, Broker Services for the World Trade Center Baltimore, MacKenzie Commercial Real Estate Services, LLC, Lutherville, MD; \$450,000; Term: April 1, 2022 – March 31, 2027 (Five Years).
2. Contract #222001-S, Lawn Care Services at Various Maryland Department of Transportation Maryland Port Administration (MDOT MPA) Locations, Dixon Enterprises, LLC, Owings Mills, MD; \$239,375; Term: April 1, 2022 – March 31, 2027 (Five Years).

April 2022

1. Modification No. 4, Contract #218001-S, Security Guard Services at Maryland Department of Transportation Maryland Port Administration (MDOT MPA) Facilities, Universal Protection Service LLC dba Allied Universal Security Services, Conshohocken, PA; \$600,000; Term: May 19, 2022* – August 3, 2024 (*or earlier upon Board of Public Works approval).

May 2022

1. Contract #522059, Project Partnership Agreement between the Department of the Army and the State of Maryland for Construction of the Mid-Chesapeake Bay Islands Ecosystem Restoration Project, Dorchester County, Maryland. Award: U.S. Army Corps of Engineers Baltimore District. Total Project: \$2,961,922,000 (\$1,036,673,000 – 35% MDOT MPA's Share, \$1,925,249,000 – 65% U.S. Army Corps of Engineers' Share); Term: May 27, 2022 – December 31, 2072.

June 2022

1. Modification No. 1, Contract #518008, Reconstruction of Berths 1-6, Phase 3 – Berth 3 at Dundalk Marine Terminal, Cianbro Corporation, Baltimore, Maryland; \$591,073; Term: July 7, 2022* – July 7, 2023 (*or earlier upon Board of Public Works approval).
2. Revised Contract: Contract #522059, Project Partnership Agreement between the Department of the Army and the State of Maryland for Construction of the Mid-Chesapeake Bay Islands Ecosystem Restoration Project, Dorchester County, Maryland. Award: U.S. Army Corps of Engineers Baltimore District. Revised Contract Amount: \$4,596,303,297 for the Total Project (\$1,608,706,154 – 35% MDOT MPA's Share, \$2,987,597,143 – 65% U.S. Army Corps of Engineers' Share); Revised Term of Contract: July 28, 2022 – December 31, 2072.