



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 2020
(Transportation Article, §6-201.2 (c))

January 2021

Purpose

The Maryland Port Commission Annual Report for Fiscal Year 2020 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)

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Executive Summary

In the face of an unprecedented public health and economic crisis, the Helen Delich Bentley Port of Baltimore remains a strong economic driver for the State of Maryland. In FY 2020, the public terminals of the Maryland Department of Transportation's (MDOT) Port Administration (MPA) began with record setting volumes at its State-owned cargo terminals, followed by a slight downturn in the face of the COVID-19 pandemic during the final quarter of the fiscal year (FY).

In calendar year (CY) 2019¹, the public and private terminals of the Port handled a combined 43.6 million tons of foreign cargo with a total value of \$58.4 billion. Overall, 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 and is now #2 in imported sugar. The total number of ships visiting the Port remained fairly steady in CY 2019, with 2,011 arrivals.

With pre-COVID-19 volumes rising, the Port remained 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 the handful of ports on the East Coast capable of handling the growing fleet of larger container vessel continuing to come online globally, with a fully functional 50-foot berth, 50-foot navigation channels, and super-post Panamax cranes.

Baltimore also remains well-positioned to continue to attract new business as we 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 the ever-changing dynamics and is aggressively marketing the Port of Baltimore's many strategic advantages.

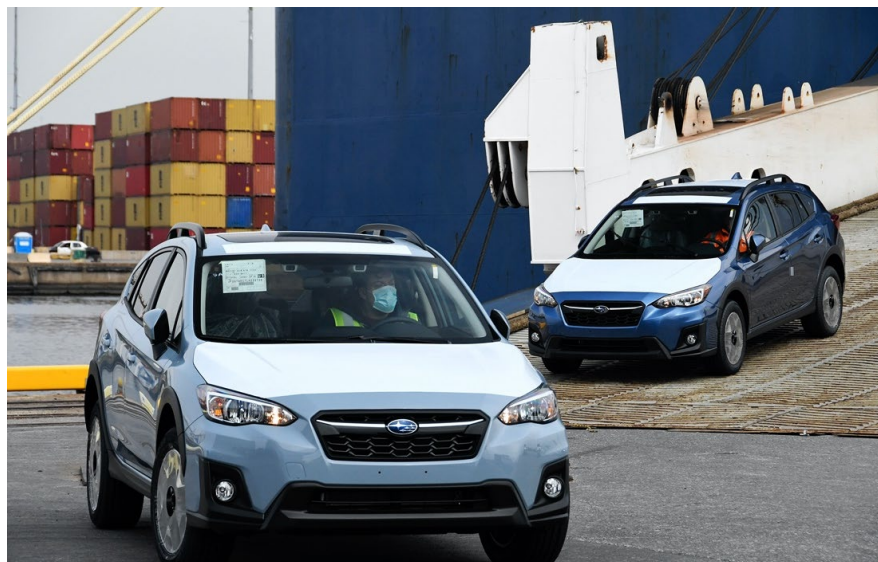
The MDOT MPA continues to coordinate with public sector partners and stakeholders at the federal, state and local levels on a variety of topics including dredged material management, harbor safety, transportation policies, climate resilience, and inland transportation systems. Community outreach activities were also increasing before the COVID-19 crisis hit, with presentations to community organizations, port tours, partnerships for environmental mitigation, and educational opportunities for students and educators. Through ongoing efforts to engage the public and other port stakeholders, the MDOT MPA is working hard to enhance popular support for the Port by increasing local knowledge about its economic impacts and ongoing environmental initiatives. These efforts are continuing, as we begin to develop strategies for community engagement in these unique times, where face-to-face relationship building is significantly limited.

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 (MPC) acknowledges several challenges on the horizon that could impact the long-term health of the Port. These issues include:

- Maintaining the Port's competitiveness in the face of a global pandemic that is changing the world of work and dramatically impacting supply chains around the world, while facilitating dramatic changes in the global economy, technology deployment, consumer markets, and the competition among ports;
- Increasing facility resilience in the face of climate changes and severe weather events while maintaining adequate capital funding for investments in system preservation and enhancement projects that are vital to the Port's long-term growth, competitiveness and sustainability;
- 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 the partnerships to add high-cube double stack rail capacity via the Howard Street Tunnel, a second 50-foot berth and enhanced loop channel at Seagirt Marine Terminal, and the Mid-Chesapeake Bay Island Ecosystem Restoration Project;
- Continuing uncertainty surrounding global trade relations between the United States and international trading partners;
- Operating MDOT MPA terminals and facilities in an environmentally responsible manner while supporting the needs of the Port's customers, tenants, neighbors, and other important partners and stakeholders.

The MDOT MPA remains committed to working diligently with all of 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.



Workers staying safe, while keeping the Port open for business.

MDOT MPA COVID-19 Response

Ports are an essential component of the global supply chain, and as such, the Port of Baltimore and MDOT MPA's cargo terminals have remained open for business while we continue to respond to the COVID-19 pandemic pursuant to local, State, and Federal guidelines. Since the beginning of this crisis, the safety of MDOT MPA staff, tenants, and port users has remained our highest priority. The Cruise Maryland Terminal remains closed in accordance with related Executive Orders and safety measures and guidance from the Centers for Disease Control (CDC), and based on the CDC's current "no sail" order, through at least October 31, 2020.

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

MDOT MPA Actions taken:

- Prioritizing the safety of our employees and customers by implementing teleworking procedures and following CDC guidelines for facial covering and social distancing;
- Instilling confidence in employees and customers with regular meetings and communications; and
- Developing a COVID-19 Response Plan based on a risk assessment approach to determine potential hazards and mitigation controls, which include:
 - Engineering controls – include both elimination of hazard by designing a new work process or minimizing/separation from hazard;
 - Administrative controls – signage, staff rotation, altered schedules, etc.; and
 - Personal Protective Equipment – cloth mask coverings, hand sanitizer, cleaning supplies.

The COVID-19 Response Plan is a four phased approach

- Phase 1 - Initial data collection
- Phase 2 – Site Modifications and Site Prep
- Phase 3 – Communication/Education of Workforce
- Phase 4 – Workforce Return

Employees will slowly return back to the office setting when lowered to a Department of Budget and Management Level II; MDOT MPA continues to keep abreast of the fluidity of the pandemic and adjusts our COVID-19 Response Plan accordingly.

Impacts to Port of Baltimore:

MDOT MPA started to feel the impact of COVID-19 in March when the Cruise Maryland Terminal was closed. Shortly thereafter, the Centers for Disease Control (CDC) issued a "no sail" order for the entire cruise industry throughout the United States. As of September 1, 2020, all cruises to and from the United States were cancelled through October 31, 2020. Cruise lines and the CDC are working on policies and procedures that will ensure the safety of passengers and crew and allow for resumption of cruise activities in the United States. Until such policies and procedures are approved, all cruise operations, including those in the Port of Baltimore, remain suspended.

The full effects of COVID-19 were felt in the Port of Baltimore's and MDOT MPA's cargo operations during the 4th quarter of FY 2020. Cargo tonnage through the entire Port of Baltimore dropped 36.5% compared to the same quarter last year. Much of this drop was due to a decline in coal exports as major export markets shut down due to the virus.

While MDOT MPA's cargo facilities remained opened, Seagirt Marine Terminal did close its gates for a few scattered days in the 4th quarter, when the volume of container traffic in and out of terminal did not warrant opening the terminal for truck traffic. Overall container volumes fell 11% in Q4 FY 2020 compared to Q4 FY 2019, before starting to rebound in July.

Every major automotive company closed their plants and ceased production by early April and did not start to resume production until May. When production did resume, it was at a much slower pace with only one shift and some companies experienced labor shortage issues. This caused a dramatic drop in MDOT MPA's automotive and RO/RO business. Automotive units handled at MDOT MPA terminals in Q4 FY 2020 were down 60% from Q4 FY 2019. RO/RO tons were down 35% in that same time period as major manufacturers of construction and agricultural machinery also closed their plants.

Imported forest products through MDOT MPA terminals fared slightly better and were only down 16% in Q4 FY 2020 vs. Q4 FY 2019. Other break bulk cargos, including project cargo, through MDOT MPA terminals were flat and initially appeared to be unaffected by the COVID-19 pandemic due to the long lead times in logistics that it takes to schedule and ship this type of cargo.

MDOT MPA is expecting cargo volumes to rebound across all commodities in the 1st quarter of FY 2021 as economies in the United States and around the world reopen.

Major Accomplishments in FY 2020

- **Leadership and Resiliency During a Global Pandemic** – The State of Maryland, including the dedicated and professional workforce of the MDOT MPA and its private-sector partners, have handled the deep, prolonged, and unforeseen health and economic challenges created by the COVID-19 pandemic with incredible perseverance and professionalism. No amount of contingency planning could have prepared the MDOT MPA (or any organization) for a global pandemic that has negatively impacted Port business and operations since February 2020. Through it all, the Port of Baltimore has remained open and has provided an efficient operation for port businesses, customers, tenants, and workers that has been as safe as possible. Moreover, the pandemic hit the global economy and supply chain, and created unprecedented health and logistical challenges locally, at a time in which the MDOT MPA was led by an Acting Executive Director (Dave Thomas). The MPC would be remiss if we did not publicly praise the hard work and steady leadership of Mr. Thomas and the entire team at the MDOT MPA, especially during the first several, chaotic months of the pandemic.
- **Another Record-Breaking Year for the Port of Baltimore in CY 2019** – The Port of Baltimore handled a new record 43.6 million tons of cargo, which included more than 11 million tons of general cargo at the state-owned public terminals for the first time ever. In addition, the number of vehicles – 857,890 – ranked first among all U.S. ports for the ninth consecutive year. It was also a record year for container volumes, with 657,059 total containers and 1,073,749 twenty-foot equivalent units (TEUs).
- **Howard Street Tunnel Project Kicks-off Engineering and Design** – Thanks to Governor Hogan and Maryland’s congressional delegation, the State secured \$125 million as part of the federal INFRA (Infrastructure for Rebuilding America) Grant Program to use toward the reconstruction of the Howard Street Tunnel. The funding will allow the state, in partnership with CSX, to add double-stacked container shipping capability to and from the Port of Baltimore. The completion of the Howard Street Tunnel project is expected to increase container volumes at the Port by 100,000 annually and create thousands of additional jobs.
- **Pre-Construction Engineering & Design (PED) of the Mid-Chesapeake Bay Island Project Advances** – Two islands in the Chesapeake Bay that have long suffered erosion will be restored with clean sediment removed from the Bay channel segments serving the Port of Baltimore through a joint effort between the MDOT MPA and the U.S. Army Corps of Engineers (USACE), Baltimore District. James Island will accept federal navigation channel dredged sediment, while Barren Island will accept sediment from nearby shallow-draft channels. A total of 2,144 acres of remote island habitat will be restored as part of the Mid-Chesapeake Bay Island Ecosystem Restoration Project. A four-year, \$9 million engineering and design phase of the project is actively underway, which utilizes 65 percent federal funding and 35 percent state funding. Mid-Bay will provide an additional 90 to 95 million cubic yards of desperately needed long-term, sustainable dredged material placement capacity for Chesapeake Bay channel sediment in channels leading to the Port of Baltimore.
- **Additional Enhancements at Seagirt Marine Terminal Making Strides:** Design and engineering has begun on a second 50-foot berth at Seagirt Marine Terminal, and the MDOT MPA is working with the USACE, Baltimore District on a feasibility study for the expansion of the Seagirt Loop Channel. These projects together will significantly add to the future efficiency and competitiveness of MDOT MPA’s dedicated container terminal.

- **Masonville Cove Receives National Recognition** – The American Association of Port Authorities (AAPA) honored the MDOT MPA with its Environmental Improvement Award – Award of Distinction for Stakeholder Awareness, Education and Improvement in FY 2020. The award recognizes 10-years of stewardship, community education and outreach programs at the Masonville Cove urban wildlife campus. Trails through the Masonville wetlands draw visitors who come to observe many species of birds and waterfowl that now gather there. Masonville Cove was designated the nation’s first Urban Wildlife Refuge Partnership by the US Fish & Wildlife Service (USFWS) in 2013, and this unique model for successful partnerships continues to reach hundreds of students and thousands of visitors each year, thanks to the dedication of MDOT MPA and its partners: The National Aquarium, Living Classrooms Foundation and USFWS.
- **Emissions Reduction Effort Secures Additional Federal Funding** – The U.S. Environmental Protection Agency (EPA) awarded the Port of Baltimore \$1.8 million in Diesel Emissions Reduction Act (DERA) funding to replace older diesel-powered equipment with newer, cleaner versions in approximately 44 dray trucks and four pieces of cargo-handling equipment. This is expected to result in the lifetime emission reduction of approximately 14 tons of particulate matter, 290 tons of nitrogen oxides, 96 tons of carbon monoxide and 15 tons of hydrocarbons. Since the Diesel Equipment Upgrade Program began in 2008, the Port of Baltimore has replaced more than 200 older dray trucks and 110 pieces of cargo-handling equipment, repowered 10 marine engines, and retrofitted 16 locomotive engines. It has resulted in emissions reductions of 3,304 tons of nitrogen oxide, 922 tons of carbon monoxide, 165 tons of particulate matter, and 141 tons of hydrocarbons.
- **Additional Port Security Funding Secured** – The MDOT MPA was awarded \$1.2M in the most recent round of funding through the Federal Emergency Management Agency’s (FEMA) Port Security Grant Program. The funding will be utilized to modernize MDOT MPA’s closed circuit television (CCTV) system, address any cyber security vulnerabilities, and modernize terminal access control technology at the MDOT MPA marine terminals.
- **MDOT MPA’s ISO 14001 Environmental Management System Recertified for 3 Years** – The MDOT MPA again achieved recertification under the review of international standards for environmental management. The certification – known as ISO 14001 for Environmental Management System – recognizes the many environmental initiatives and programs in place at the MDOT MPA’s state-owned public marine terminals. The MDOT MPA was the first Maryland state government agency to be certified with the ISO 14001 status in 2014, and was recertified in 2017.
- **MDOT MPA Awards Grant to Fleming Park Restoration Project** – The MDOT MPA provided a \$500,000 grant to help rebuild a 16-acre Baltimore County park in the Turner Station community that will help restore public recreation areas, add walking trails and a boardwalk, and strengthen 2,600 feet of shoreline. Fleming Park, located close to the Port of Baltimore, will be restored using sediment dredged from channels leading to the Port. The proposed improvements include public recreation areas with open fields, walking trails that will allow visitors to observe birds and other wildlife, and a boardwalk that will provide access to the Patapsco River.
- **New Monthly Container Volume Record** – The MPA’s state-owned public marine terminals set a new record by handling 98,529 containers in July 2019 establishing a new benchmark.
- **Record Number of Container Moves on a Single Ship** – The Port of Baltimore conducted 5,181 container moves while handling the Evergreen Thalassa Elpida in 2019, representing the highest number of container moves on a single ship in the Port’s history. Container moves count the

number of times an imported container is discharged from a ship onto the port and the number of times a container is loaded from the port to the ship.

- **Innovative Reuse of Dredged Material Advances** – Innovative reuse activity remains strong in FY 2020 with the advertisement of a request for proposals (RFP) for research and development of projects with innovative and beneficial use concepts, technologies, products and/or processes.
- **Top Security Rating by U.S. Coast Guard For 11th Consecutive Year** – The state-owned, public marine terminals at the Port of Baltimore received the top rating in a security assessment performed by the U.S. Coast Guard. The annual assessment reviewed the Port’s six public marine terminals: Dundalk, Seagirt, North Locust Point, South Locust Point (including the cruise passenger terminal), Fairfield, and Masonville.
- **New Cruise Ships Making their Way to Baltimore** – The Port of Baltimore’s cruise partners, Royal Caribbean and Carnival cruise lines, announced they will be bringing two new ships to Maryland in 2021. Royal Caribbean’s Enchantment of the Seas will replace its Grandeur of the Seas and Carnival’s Legend will replace its current Baltimore-based ship, the Carnival Pride. Both ships will continue to offer year-round service from the Port of Baltimore to the Bahamas, Bermuda, and the Caribbean.
- **Continuing to Engage Port Communities in the Face of COVID-19** – The MDOT MPA Stakeholder Engagement and Community Outreach efforts demonstrated swift adaptability and flexibility during the COVID-19 pandemic. Maintaining a strong commitment to connecting with stakeholders, citizens and partners remained a top priority throughout FY 2020. Staff quickly developed alternatives to traditional outreach tools leveraging online platforms for virtual meetings, capitalizing on the strong network of social media outlets and newsletter offerings to share information and gathering drone footage of terminals and sites to provide virtual tours in the future.



Container Vessel Being Serviced at Seagirt Marine Terminal

Port of Baltimore - Competitive Position

The Port of Baltimore is a diverse port that consists of seven MDOT MPA marine terminals along with 25+ private terminals and other maritime facilities, such as shipyards, lay vessel berths, tug/lightering operations, military ready reserve ships, and cable vessels. Together, the Port's public and private marine terminals saw a 1.4% increase in foreign cargo with a record 43.6 million tons in CY 2019. This was a slight increase over last year's record of 43.0 million tons. There were 2,011 ship calls at the Port in CY 2019, which was 36 fewer than the previous year despite the increase in tonnage.

Among all U.S. ports, Baltimore ranked 11th in the nation for total foreign cargo tonnage in CY 2019. Baltimore ranked 9th overall in terms of total foreign trade value with \$58.4 billion in trade activity. Baltimore is ranked #1 amongst all U.S. ports for total automobile tonnage, total RoRo tonnage, and imported gypsum. Baltimore is ranked #2 for exported coal and imported sugar.

The Port is one of four ports on the U.S. East Coast with a 50-foot channel, along with New York, Norfolk, and Miami. However, several ports along the East Coast are currently deepening their channels, including Boston, Philadelphia, Charleston, and Savannah. This will enable these ports to handle the larger class of ships.

Ports America Chesapeake (PAC) continues to make investments at the Seagirt Marine Terminal (ensuring that the MDOT MPA can handle the large container ships). In 2019, MDOT MPA and PAC received a BUILD grant to modernized Berth 3 at Seagirt. Plans are under way to deepen Berth 3 to allow the Port to simultaneously handle two ultra large container vessels (ULCV) at Seagirt.

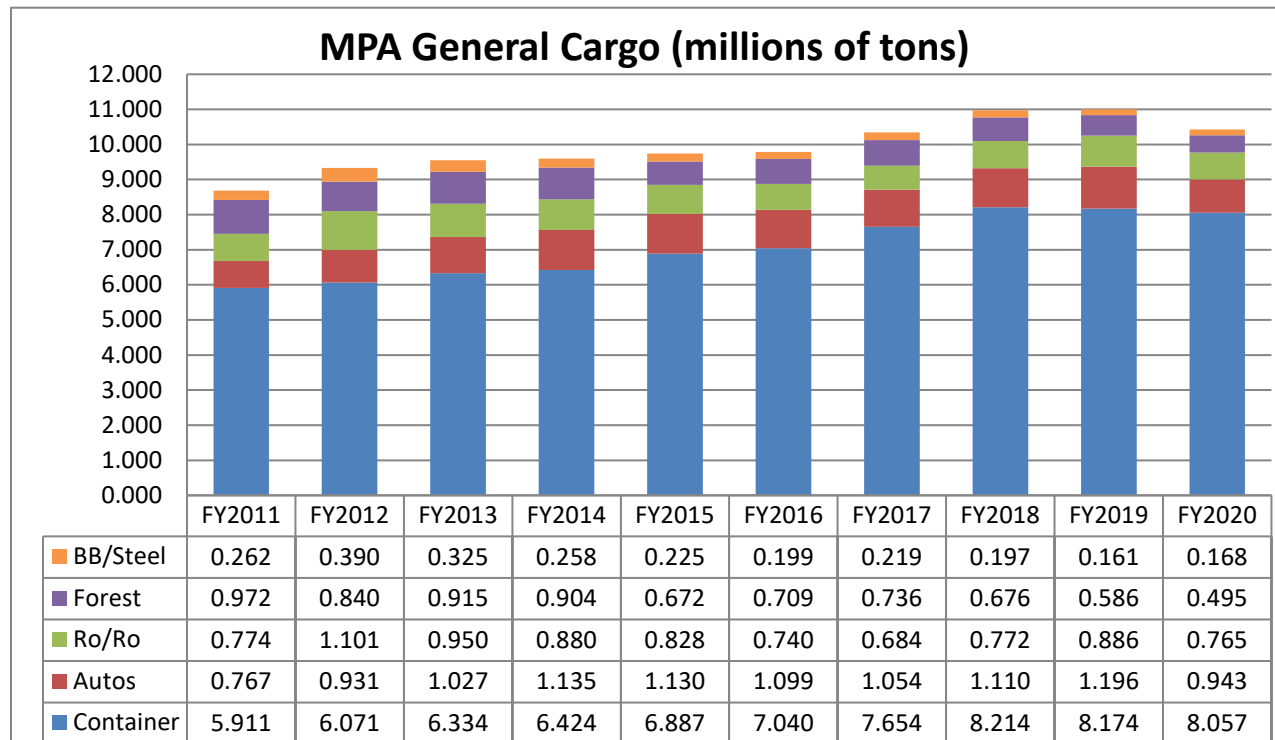
The Port currently faces a competitive disadvantage with containerized cargo because of a lack of high-cube double-stack rail clearance. Neither CSX nor Norfolk Southern can offer this type of service in Baltimore due to clearance issues. In 2019, MDOT applied for and secured an INFRA grant to address the clearance issues associated with CSX's Howard Street Tunnel. Efforts are currently underway that will allow CSX and MDOT MPA to begin construction in FY 2021.

The Cruise Maryland Terminal continued to support an active cruise business until COVID-19 halted all cruise operations around the world. In FY 2020, the Port welcomed 67 home port cruise ships that carried more than 311,000 embarking and debarking passengers before cruise operations were paused in March 2020. Once cruise operations resume, the location of the Cruise Maryland terminal, at the center of nation's 4th largest population base, will continue to attract passengers with easy access to the terminal from I-95.

MDOT MPA Cargo Activity FY 2020

MDOT MPA terminals handled 10.4 million tons of general cargo in FY 2020, a decrease of 5.2% from the previous year. Prior to the onset of the COVID-19 outbreak, MDOT MPA terminals were on pace to match or exceed the general cargo numbers from FY 2019.

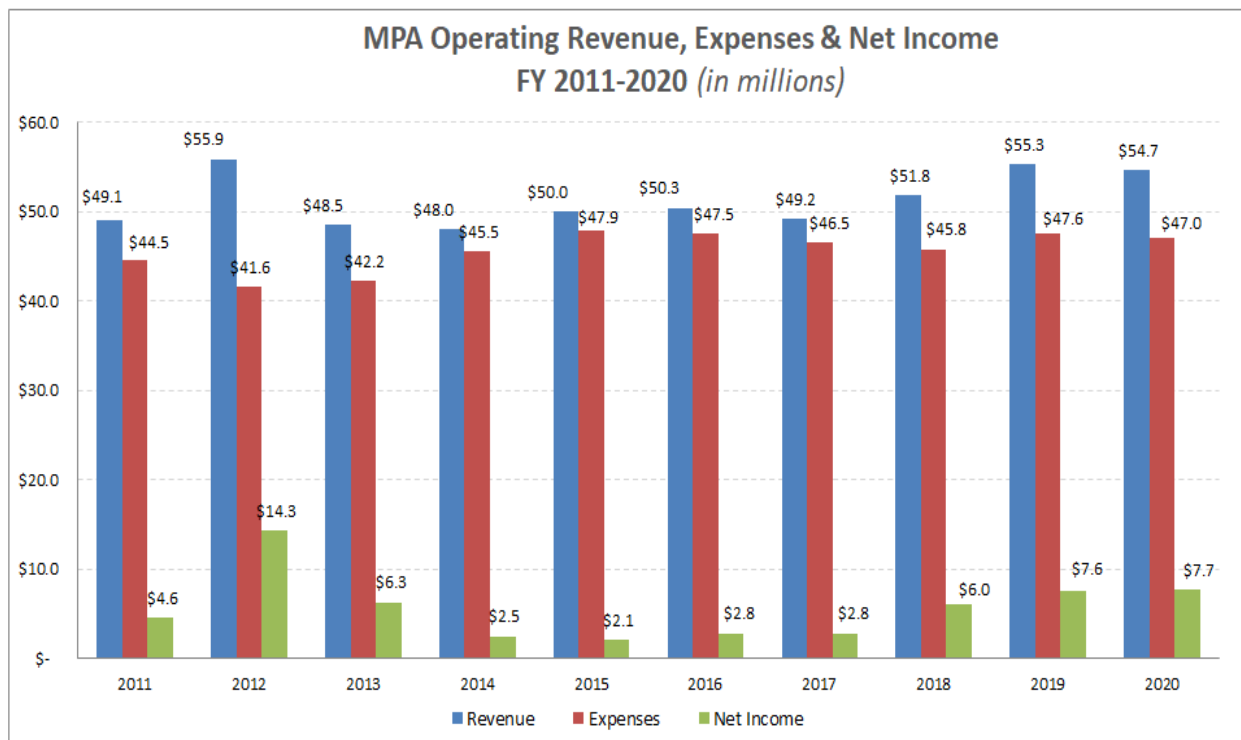
The full effects of COVID-19 were seen in Q4 (April – June) of FY 2020, with volumes that were 18% below Q4 of FY 2019, and 9.0% below Q3 in FY 2020.



Operating Results for FY 2020

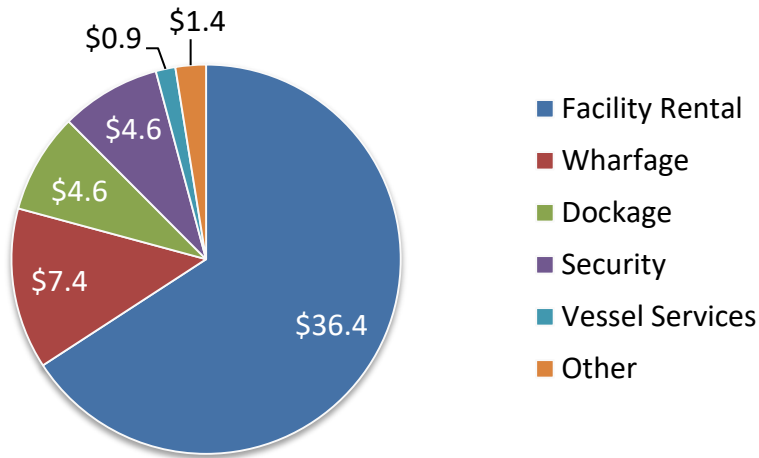
The MDOT MPA generates significant economic benefits for the City, State and region, including operating revenues. MDOT MPA’s terminals continue to generate positive net operating income that can be reinvested into future Port enhancements. The public-private partnership agreement with Ports America Chesapeake helps keep expenses low at Seagirt, while generating a fairly steady revenue stream. 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 several 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 2020 were \$54.7 million. Net income in FY 2020 from MDOT MPA terminal operations is \$7.7 million after debt payments.

FY 2019 Revenues by Source (in millions)



Net income and revenues were higher in FY 2019 due to increased cargo volumes crossing MDOT MPA terminals and increased container activity at Seagirt Marine Terminal.

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.

Environmental Sustainability and Compliance Activities

The MDOT MPA is committed to doing its part to protect the environment and promote sustainability, particularly as it relates to the health of Maryland's citizens and the Chesapeake Bay, with stewardship of our natural resources being 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.

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

Partnering with the Maryland Department of the Environment (MDE) to develop emission reduction strategies is an ongoing part of the MDOT MPA's air quality program. This includes seeking federal grant funding to support the diesel emission reduction programs, evaluating innovative and emerging technologies, and informing, engaging with and investing in neighboring communities.

MDOT MPA environmental accomplishments include the following:

- When compared to 2012, the MPA's latest emissions inventory showed an average reduction in emissions of 19%, during a time when cargo throughput increased by 10%. This significant decrease was due to the modernization of cargo handling equipment, replacement of older dray trucks with newer trucks, and operational changes to improve efficiency;
- To date, more than 217 dray trucks that routinely call at the Seagirt Marine Terminal have been replaced with newer, more efficient vehicles with significant reductions in diesel emissions. In addition, MDE secured an additional \$2 million through the State of Maryland's Volkswagen Settlement to continue the Port's Dray Truck Replacement Program;
- In 2019, MDOT MPA received a federal DERA grant for \$1.8 million that will help terminal operators replace four pieces of older diesel cargo handling equipment and 44 dray trucks. Since 2008, MDOT MPA has been awarded over \$11 million in federal clean diesel grants;
- MDOT MPA has continued its implementation of stormwater management and total maximum daily load (TMDL) improvements to reduce pollution entering local waterways and ultimately the Chesapeake Bay;
- In coordination with MDE, MDOT MPA became the first state agency to successfully register credits under the Maryland Water Quality Trading Program, established to enhance the restoration of the Chesapeake Bay by accelerating the pace and reducing the cost of implementation efforts;

- The office of Safety, Environment & Risk Management (SERM) developed a Sustainability Strategy to guide and track activities to improve air quality, water quality, safety and community outreach associated with MDOT MPA marine terminals;
- MDOT MPA provided funding towards the construction of the Gwynns Falls trash wheel, which will be the fourth, and largest, trash wheel to be built in the Baltimore Harbor;
- Monthly trash cleanups began in five locations in the Brooklyn, Curtis Bay and Cherry Hill communities through the Adopt-A-Highway program sponsored by MDOT MPA;
- MDOT MPA partnered with Blue Water Baltimore and more than 100 volunteers to plant an additional 500 trees in neighborhoods around Baltimore, including along Broening Highway, the gateway to the Seagirt and Dundalk Marine Terminals. MDOT MPA receives stormwater credits for TMDL reduction/restoration as part of the benefits of the tree plantings;
- In partnership with the Maryland Zoo, MDOT MPA completed the restoration of a highly eroded stream at the Maryland Zoo and installed stormwater treatment at the Zoo in Baltimore;
- As part of its commitment to be a good neighbor, MDOT MPA continued its ongoing community engagement; attended several community association meetings in Anne Arundel and Baltimore Counties, and Baltimore City to discuss the Port, its role in communities, and how community members can remain engaged; and
- Provided informational tours of MDOT MPA facilities to interested citizens from several communities, regulatory agencies and non-profit organizations.



Eagles returned to the nest in Masonville Cove

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. As a matter of policy, citizen and stakeholder involvement is emphasized throughout the process.

In FY 2020, 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.

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 Poplar Island aquatic ecosystem restoration project and other innovative reuse and beneficial use projects.

Cox Creek Expansion entered a new phase in early FY 2020, as construction of the base dike widening foundation, which will support the vertical dike raising, continued. Remediation of the upland property was also completed. The next step in the expansion, after base dike widening, is raising the dikes to +60 ft. in elevation. Design for this phase is complete and construction is anticipated to begin in mid-FY 2021. Construction of the new Cox Creek operations and maintenance complex, which houses lab space, a conference room and maintenance garage was completed in FY 2020.

MDOT MPA completed raising the dikes on the Masonville DMCF to elevation +18 ft in April 2020. The next phase of design for raising the dikes to an elevation of +30 ft remains underway in FY 2020.

MDOT MPA has requested the USACE consider deepening the entire Seagirt-Dundalk access channel system (Loop Channel), to prevent ships from having to back-up 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 MD & VA federal navigation project. The USACE, Baltimore District was awarded \$1.5M in the FY 2020 USACE Work Plan to conduct a Feasibility Study evaluating the need and justification for deepening the Seagirt Loop Channel. The Feasibility Study is cost-shared 50/50 with MPA as the non-federal sponsor. A Feasibility Cost Share Agreement (FCSA) is being finalized and the three-year study is scheduled to start in October 2020. The study will assess inefficiencies and safety concerns as vessels transit to the shallower Seagirt berths 1-2 while the deeper 50' berths 3 & 4 are occupied with large vessels. Assuming the outcome of the study justifies that the project is in the federal interest, MPA would then work to include the project in subsequent WRDA legislation and appropriations bill. The total construction cost for the loop channel deepening is estimated at \$33M and would be cost-shared 75/25, with MPA's contribution estimated at around \$9M.

In partnership with the USACE, construction of the Poplar Island expansion footprint is nearly complete. The Poplar Island expansion will provide an additional 28 mcy of dredged material capacity.

The next Bay channel placement option is the aquatic ecosystem restoration at Mid-Chesapeake Bay Island (James Island and Barren Island), which received federal funding in the FFY 2018, FFY 2019, and FFY 2020 USACE Work Plan to initiate final project design. It advanced into the Pre-Construction Engineering (PED) phase upon execution of the Design Agreement between MDOT MPA and USACE, Baltimore District in early FY 2020. Currently the 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 demonstration projects which innovatively reuse Harbor dredged material as a valuable resource continued to advance through planning, design or construction in FY 2020. 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.

The Pearce Creek placement site is key to providing enough future placement capacity for upper Bay approach channels serving the C&D Canal channel system. Installation of a public water supply by the MDOT MPA is complete, all eligible homes adjacent to the DMCF have been connected, and the MDOT Secretary' Grant with the Town of Cecilton has been closed.

MDOT MPA's active outreach, education, and partnership programs continued to grow and evolve into the virtual realm in FY 2020. These programs offered numerous opportunities for the public to become even more engaged and knowledgeable about MDOT MPA's various port and dredging projects, community partnerships and environmental initiatives. Specific activities included presentations to community, business and civic organizations, several local and national conferences, engagement of DMMP advisory committees, professional development opportunities for teachers, and participation in the Baltimore Port Alliance's education and outreach programs. Numerous site visits, tours, environmental education, and community activities were conducted at Cox Creek DMCF and the adjoining Swan Creek wetlands, Masonville DMCF and the Environmental Education Center at Masonville Cove, Poplar Island, and Hart Miller Island.



Captain Trash Wheel on Duty at Masonville Cove

MDOT and 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, and the adequacy of USACE funding for maintenance dredging.

Seaport Security

The MDOT MPA's maritime security is recognized as one of the top programs in the nation. For 11 consecutive years, the MPA has achieved perfect U.S. Coast Guard annual security inspection ratings. The MPA Office of Security incorporates a highly experienced staff and an unprecedented level of cooperation with other MPA 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 MPA engages in a continuous and dynamic assessment process in order to meaningfully enhance the security of its terminals and headquarters at the World Trade Center. The MPA utilizes FEMA's Port Security Grant program wherein over \$22 million has been awarded to the MPA over the past 10 years. These funds have been utilized to enhance and maintain a sophisticated CCTV system, renovate access control points, install anti-vehicle borne IED barriers, assess the MPA's Facility Security Plan and develop and implement a sound cyber security program.

Cybersecurity

MDOT MPA, under the guidance of MDOT TSO and the MDOT Infosec group, has worked towards building and providing a strong and stable cybersecurity defense strategy. 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. MDOT MPA has 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 TSA and the U.S. Coast Guard.

The MDOT MPA continues to enhance its cybersecurity and address necessary improvements. Cybersecurity projects completed in FY 2020 include:

- Cybersecurity governance and resilience improvements;
- Dundalk Marine Terminal POV Gate Improvement project's IT Infrastructure upgrades; and
- Upgrading the firewall system to a next generation enterprise cybersecurity platform, providing network security and endpoint protection.

Cruise Maryland

In FY 2020, due to the restrictions caused by COVID-19, the Port only welcomed 67 home port cruises carrying 311,161 embarking and debarking passengers with 2 debark only voyages, and another 5 port calls with 8,908 passengers. Relative to FY 2019, the number of home port cruises were 94 and 5 port calls with more than 424,114 embarking and debarking passengers.

The Port's location, at the heart of the Baltimore-Washington-Northern Virginia 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. The terminal's sole use as a cruise terminal and its location directly adjacent to I-95 are also extremely marketable and provide marquee visibility for cruise ships while in port. While ships are docked at the 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.

The entire cruise industry was halted in March 2020 at the onset of the COVID-19 pandemic, with an Executive Order initiated to shut down the Cruise Maryland Terminal; later, the CDC issued a no sail order for the entire United States. Our two homeport cruise lines, Carnival and Royal Caribbean both had their last debark only cruise in March.

Prior to COVID-19 both cruise lines reported their 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 sail regularly from the Port. Our location also makes Baltimore an ideal "drive-to" port for the Mid-Atlantic and Midwestern markets. Both cruise lines have plans to replace the current ships. The Royal Caribbean Grandeur of the Seas is scheduled to be replaced with the Enchantment of the Seas in April 2021. The Carnival Pride is scheduled to be replaced with the Carnival Legend in November 2021. Both cruise lines have schedules from Baltimore through 2023.

Our cruise business is also a primary contributor to the success of the MDOT MPA revenues. The most recent study of the economic impacts of the Port,^[1] under normal circumstances, estimates that 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, 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 as well as Seagirt Marine Terminal, and CSX operates in Seagirt Marine Terminal, North Locust Point, South Locust Point, and Fairfield/Masonville.

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 neutral rail access for CSX and Norfolk Southern. CSX currently has an agreement with the Canton Railroad for access to the Intermodal Container Transfer Facility (ICTF) at Seagirt and provides daily international and domestic service. A recently concluded arrangement now allows Norfolk Southern access through Canton Railroad to the ICTF at Seagirt giving ocean carrier customers the full range of rail carrier choices for their hinterland intermodal containers.

For years, double-stack container access has been the limiting factor of Baltimore when compared to our competing ports. A successful application to USDOT under the 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 22.

As with all cargo, rail volume saw a net decrease year-over-year as a result of COVID-19 and related supply chain disruptions. While the industry at this time is cautiously optimistic of a slow recovery during the second half of calendar year 2020, Maryland's FY 2020 ended during a period of cargo contraction.



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 – i.e. 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 RFID technology, a new back gate, and 6 new 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 MDOT MPA will be undertaking the Seagirt Berth 3 Modernization P3 project to add a second fifty-foot deep berth to the Seagirt Marine Terminal. This will include adding 4 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 \$6.6 Million in federal funding awarded from the USDOT BUILD Grant program, will contribute significantly to the project (more detail below).

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 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 2020; and
- Implementation of a "pre-advise" system for truckers to notify the terminal of their arrival times, to improve efficiency and allow for future data analytics on the terminal.

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 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 ULCVs;
- 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.

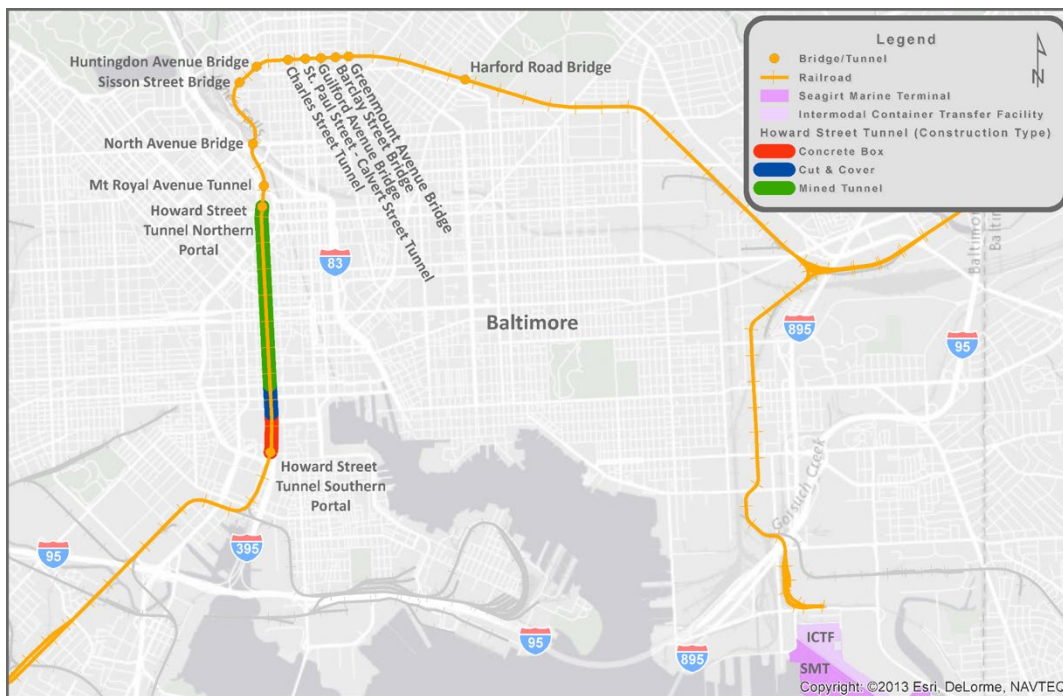
The BUILD grant's current total project cost is \$32.8 million with MDOT MPA contributing \$7.8 million and Ports America Chesapeake committing \$18.4 million, in addition to the \$6.6 million in grant funds.

Howard Street Tunnel Project:

Double-stack capability on CSX's rail network has long been a priority for MDOT MPA. The primary obstacle to achieving that goal has been CSX's Howard Street Tunnel (HST), a 125-year old, 1.7-mile long railroad tunnel through the heart of Baltimore City that is approximately 18 inches too short to 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, 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 22 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.



Project Location - Baltimore City

In July 2019, the State of Maryland was awarded a \$125 million INFRA grant from the US Department of Transportation for the HST Project. The remaining project funding will come from the State of Maryland, CSX, Pennsylvania Department of Transportation and Baltimore City's Federal Highway Administration formula funds. As of November 2019, the HST Project has full project funding through construction. MDOT MPA and CSX are currently working with the Federal Railroad Administration to complete pre-construction activities such as National Environmental Policy Act (NEPA) approval. FRA is expected to issue NEPA approval in early 2021, at which time project agreements will be executed and permitting and engineering will wrap up. Construction is expected to begin in phases starting in mid-2021 and last for three to four years.

Once complete, the project will generate an additional 100,000 containers per year through the Port of Baltimore. These increased volumes will support an additional 7,290 jobs in Maryland – 2,950 direct jobs, 3,400 induced jobs and 940 indirect jobs. In turn, the jobs generate over \$1 billion annually in personal income, re-spending/local consumption and business revenues, plus \$65 million annually in state and local taxes.

Planning for Climate Resilience

To fulfill its mission, the MDOT MPA must operate along the water's edge, making it susceptible to the impacts of climate change. Marine terminals, due to their location, may be subject to flooding and tidal inundation from projected sea level rise and severe weather events. Since Port activities require direct access to water as an integral part of their function, marine terminals cannot be relocated and must adapt in place. As a water-dependent use, the MDOT MPA is continuously working to make sure 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 is committed to making every effort to become as resilient in the face of changing climate conditions as possible, given the Port's status as a highly water-dependent use. As such, the MDOT MPA will continue to work with local, state and federal partners to research, plan for, and where possible to implement, sound climate resilience and adaptation policies and projects in the future.

In FY 2020, a focus on cybersecurity and IT infrastructure resilience was added to the MDOT MPA's resilience strategy. MDOT MPA is committed to the ongoing enhancement and implementation of its resilience and climate change adaptation initiatives, in order to ensure the long-term sustainability of the Port's operations.

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 by generating 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% higher than the average annual wage for every job in the State of Maryland, which is just under \$57,270.



Busy day at Dundalk Marine Terminal

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 2020 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 Coast ports has increased in recent years. Several East 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. In addition to new investments, ongoing system preservation efforts are needed to adequately maintain vital waterfront facilities in an increasingly harsh marine environment. 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 in order to maintain its competitive position relative to other ports.
- **Cost of dredging and dredged material placement solutions** – Constraints on dredged material management solutions, the cost of dredging, and future uncertainty about federal funding for dredging and dredged material management remain 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.
- **Continuing “Green 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. The need for broad coordination with local communities will continue to increase in the future as the Port’s footprint and activities grow and cargo volumes increase.

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 exhaust emissions remain the most significant source of emissions for the Port. Future solutions could include electrification or the increased use of alternate fuels for cargo handling equipment.

In terms of water quality, to meet the Chesapeake Bay TMDL goal of restoring or treating 20% of impervious surfaces, the MDOT MPA will require additional capital funding and the identification of offsite opportunities for installation of acceptable methods of treating stormwater.

- **Double-stack capability is essential to remaining competitive** – While MDOT MPA and CSX finally have a solution and the funding required to address the HST bottleneck, the improvements are still several years away from completion. In the meantime, MDOT MPA will 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. This will allow the Port of Baltimore to better compete for discretionary containers.
- **COVID 19 economic crisis on top of growing international trade tensions** – As the federal government imposes and considers additional tariffs on certain imports into the U.S., ports throughout the country are already experiencing a prolonged period of uncertainty. The widespread assessment of new tariffs on certain countries or products, could have significant impacts on import and/or export volumes at ports throughout the United States. Ambiguity among products moving globally, through specific ports that rely on those products, places greater risk to business. These international trade disputes are outside of the MDOT MPA’s control or influence. MDOT MPA will continue to monitor the decisions made by the US and overseas governments. These decisions could lead to changes in cargo volumes at the Port of Baltimore as the full effect of new tariffs take hold.



Cruise Maryland Terminal

Appendix

Contracts and Leases Approved by the Maryland Port Commission for FY 2019 (July 1, 2019 – June 30, 2020)

July 2019

1. Contract #519802, Comprehensive Paving Agency Wide, P. Flanigan & Sons, Inc., Baltimore, Maryland; \$8,000,000; Term: August 15, 2019* – August 14, 2022 (*or earlier upon BPW approval) (Three Years).

Emergency Procurement

2. Contract #219054-S, WTC Emergency Completion and Preventive Maintenance (HVAC Equipment) at the World Trade Center Baltimore, Flo-Tron Contracting, Inc., Cockeysville, Maryland; \$492,779; Term: June 14, 2019 – October 31, 2019.

August 2019

No meeting was held in the month of August.

September 2019

1. Contract #515909, Survey Services, AB Consultants, Inc., Lanham, Maryland; \$500,000; Term: October 1, 2019 – September 30, 2022 (Three Years).
2. Modification No. 12 (Settlement), Contract #290042-EP-2, Energy Performance Contract at the World Trade Center Baltimore, Constellation New Energy, Inc., Baltimore, Maryland; (\$11,171,749); Term: February 8, 2019 (Contract Termination Date). This modification settles a claim of the contractor for payment, converts the termination of the contract for default by MDOT MPA into a termination for convenience, changes the expiration date of the contract to February 8, 2019 (the date of termination of the contract), reduces by \$306,000 the compensation payable to the contractor due to work not performed prior to the termination, eliminates the contractor's 13.5-year period of maintenance, measurement, and verification, and reduces the contract value by \$10,865,749, the cost of the terminated maintenance and other services.
3. Contract #219001-S, Building Operations and Management Services for the World Trade Center Baltimore, AAA Complete Building Services, Inc., Washington, D.C.; \$28,124,555; Term: November 1, 2019 – October 31, 2024 (Five Years with Two (2) Three-Year Renewal Options).
4. Contract #219031-IT, Programming Support Services (Senior Programmer), Krishna Tech, Inc., Lutherville, Maryland; \$859,200; Term: November 1, 2019* – October 31, 2024 (*or earlier upon BPW approval) (Five Years with One (1) Three-Year Renewal Option).

October 2019

1. Modification No. 5, Contract #507506, Inter-Agency Agreement for the Construction of the Masonville Dredged Material Containment Facility (DMCF), Maryland Environmental Service, Millersville, Maryland; \$95,000,000; Term: August 1, 2022 – July 31, 2027 (Five Years). This modification is to complete Phase III of the project.

November 2019

1. Contract #219033-S, Management and Environmental Consultant Services, EcoLogix Group, Inc., Parkton, Maryland; \$800,000; Term: January 1, 2020 – December 31, 2022 (Two Years).
2. Contracts #518827A, #518827D, #518827E & #518827F, Miscellaneous Engineering Services (Work Order Based Contracts for MDOT MPA Facilities); Total Amount – \$26,500,000; Term: December 5, 2019* – December 4, 2024 (*or earlier upon BPW approval) (Five Years):
 - Contract A – Whitney, Bailey, Cox & Magnani, LLC, Baltimore, Maryland; \$7,000,000
 - Contract D – Rummel, Klepper & Kahl, LLP, Baltimore, Maryland; \$6,500,000
 - Contract E – Whitman, Requardt & Associates, LLP, Baltimore, Maryland; \$6,500,000
 - Contract F – WSP USA, Inc., Baltimore, Maryland; \$6,500,000

December 2019

1. Contracts #518827B & #518827C, Miscellaneous Engineering Services (Work Order Based Contracts for MPA Facilities); Total Amount – \$13,500,000; Term: January 9, 2020* – January 8, 2025 (*or earlier upon BPW approval) (Five Years):
 - Contract B – Johnson, Mirmiran & Thompson, Inc., Hunt Valley, Maryland; \$7,000,000
 - Contract C – Moffat & Nichol, Baltimore, Maryland; \$6,500,000
2. Modification #2, Contract #515925, Cox Creek Expanded Dredged Material Containment Facility (DMCF) Construction, Maryland Environmental Service, Millersville, Maryland; \$800,000; Term: July 1, 2020 – June 30, 2025 (Five Years). This modification is to complete Phase II of the project.

January 2020

1. Modification No. 1, Contract #219031-IT, Programming Support Services, Krishna Tech, Inc., Lutherville, Maryland; \$803,100; Term: February 20, 2020 – October 13, 2024. This modification adds one senior programmer.

February 2020

1. Modification No. 2, Renewal Option No. 1, Contract #215018A2-IT, IT Service Desk and Desktop Field Support, Gantech, Inc., Columbia, Maryland; \$915,533; Term: September 1, 2020 – August 31, 2025 (Five Years).

March 2020

There were no contracts requiring Maryland Port Commission approval.

April 2020

1. Modification No. 1, Contract #218001-S, Security Guard Services at MDOT MPA Facilities, Universal Protection Service LLC dba Allied Universal Security Services, Conshohocken, Pennsylvania; \$691,489; Term: June 1, 2020 – August 3, 2021. This modification increases the not-to-exceed value of the contract during the current term and during the optional renewal term (if the option is exercised) due to increased business at MDOT MPA terminals and to comply with a mandate of the United States Coast Guard to provide seafarers with transportation between ships and the terminal access gate.
2. Modification No. 2, Renewal Option No. 1, Contract #218001-S, Security Guard Services at MDOT MPA Facilities, Universal Protection Service LLC dba Allied Universal Security Services, Conshohocken, Pennsylvania; \$11,267,781; Term: August 4, 2021 – August 3, 2024 (Three Years).

May 2020

1. Contract #519809, Agencywide Utility Upgrades, Joseph B. Fay Company, Glen Burnie, Maryland; \$10,000,000; Term: June 4, 2020* – June 3, 2023 (*or earlier upon BPW approval) (Three Years).

June 2020

1. Contract #518008, Reconstruction of Berths 1-6, Phase 3 – Berth 3 at Dundalk Marine Terminal, Cianbro Corporation, Baltimore, Maryland; \$33,981,184; Term: July 2, 2020* – January 1, 2023 (*or earlier upon BPW approval).
2. Contract #518105, Pier 10 Landside Stabilization at North Locust Point Marine Terminal, Marine Technologies, Inc., Baltimore, Maryland; \$2,412,489; Term: July 2, 2020* – January 1, 2022 (*or earlier upon BPW approval).