



*Maryland Port Administration
Open Session Meeting Minutes, #414
Tuesday, January 7, 2025*

MEETING DATE & LOCATION

The Four Hundred and Fourteenth Session of the Maryland Port Commission was called to order at 2:32 p.m. on January 7, 2025, by Secretary of Transportation, Paul J. Wiedefeld. The Commission met in Open Session from 2:32 p.m. until 3:09 p.m. in the Stanton Room, 20th floor, World Trade Center, 401 E. Pratt Street, Baltimore, MD 21202.

ATTENDANCE

Chairman and Officials:

Secretary Wiedefeld and Commissioners Barber*, Brewer*, Neuman*, Richardson*, Roberts* and Webb.

Staff:

Samantha Biddle* (MDOT Deputy Secretary), Jonathan Daniels (Executive Director, MPA), Brian Miller (Deputy Executive Director, Operations and Logistics), Robert Munroe (Deputy Executive Director, Administration and Environment), Matthew Wypyski (Deputy Executive Director, Commercial Development), Ryan Barry (Director of Operations), John Boden (Director of Human Resources), Cindy Burman (Deputy Director of Business Development and Cruise), Jennifer Guthrie (Director of Office of Government Relations and External Affairs), Steve Johnson (Director of Engineering), Holly Miller (Director of Harbor Development), Mary Kay Radford (Acting Chief Financial Officer & Treasurer), William Richardson (Director of the Environment), Richard Scher (Director of Communications), Dominic Scurti (Director of Planning), Bradley Smith (Director of Maritime Commercial Management & Strategic Initiatives), John Thornton (Director of Procurement), Phil Whaling (Assistant Attorney General, Principal Counsel), Marvis Harden (Special Assistant to the Executive Director), Krystal Jones (Executive Office) and Paul Wainaina (Office of Information Security and Technology).

*Attended meeting via telephone/Teams

APPROVAL OF PRIOR MEETING MINUTES

Commissioner Webb moved to approve the Open Session Minutes of the Four Hundred and Thirteenth Maryland Port Commission meeting. Commissioner Barber seconded the motion and the Commission voted unanimously to approve the Open Session Minutes. Commissioner Webb moved to approve the Closed Session Minutes of the Four Hundred and Thirteenth Maryland Port Commission meeting. Commissioner Roberts seconded the motion, and the Commission voted unanimously to approve the Closed Session Minutes.

EXECUTIVE DIRECTOR'S UPDATE, Jonathan Daniels, Executive Director

Representatives of the International Longshoremen's Association (ILA) and United States Maritime Alliance (USMX) are meeting today (January 7th) to continue negotiations on a new master agreement before the existing agreement expires on January 15. A smaller group of negotiators, including Harold and Dennis Daggett for the ILA, met on Sunday and were reported to have made good progress. Automation and technology continue to be the primary hurdles to a new deal. The ILA reserves the right to add laborers if new technology is introduced; the USMX insists that any

additional laborers be needed to perform specific additional tasks and not simply to increase the number of laborers.

Mr. Daniels reported on new business at the Port, including Yang Ming securing slots as part of the AL2 Trans-Atlantic Loop service from Northern Europe to the East Coast with a NY/NJ, Norfolk and Baltimore rotation.

The Port of Baltimore serves as the gateway for the importation of Hitachi rail car shells. The rail car shells arrive in Baltimore via ACL Grimaldi and are transported by Silk Road Specialized Trucking to Hitachi's manufacturing site in Hagerstown, MD (Hopewell Valley Industrial Park) for final assembly into rail cars. The completed rail cars are ultimately destined for use by the Washington Metropolitan Area Transit Authority (WMATA). (256) cars have been ordered, but the final amount could be as high as eight hundred (800).

Gate transactions continue to increase. One day last week there were 4,026 transactions, which is 500 more than the same day one year ago. The gate transactions have been averaging approximately 3,500 per day.

Mr. Daniels and Ms. Burman, Deputy Director of Business Development and Cruise, will be traveling this week to meet with representatives from Norwegian Cruise Line, Carnival, Royal Caribbean, SilverSea, Azamara and other cruise lines to discuss options for additional utilization of the Port of Baltimore for homeport and in-transit operations.

Property management staff are currently evaluating usage of space at the World Trade Center building and developing a strategic plan for maximizing space and revenue generating capacity. They are working with several existing tenants to determine space usage and potential location shifts within the building, all with the aim of stabilizing our tenant base and increasing revenues.

MPA Engineering will be scheduling an inspection of North Locust Point Marine terminal berths 4 and 5 this spring. The estimates after the previous inspection put the cost to repair the degrading pier structure at \$6.2 million of immediate work and another \$7 million to address the condemned sections on the north and northwest portions of the structure.

Mr. Daniels commended the MPA Operations staff for their fantastic job responding to the snow event during the past few days. Preparations commenced last week with a review of shifts and personnel required, followed by a flawless implementation.

SPARROWS POINT CONTAINER TERMINAL, Jonathan Daniels and Holly Miller

Mr. Daniels provided an update on the proposed container terminal at Trade Point Atlantic (TPA). The terminal is projected to cost \$1B, with anticipated completion in late 2027 or early 2028, will have eight ship-to-shore cranes and a rail loading zone, and provide 1,100 union jobs. Upon completion, the TPA container terminal would make Baltimore the third largest container port on the East coast after NY-NJ and Savannah. The construction of the terminal at TPA advances MPA's statutory mission of increasing waterborne commerce.

At the same time, the continued growth of Ports America Chesapeake's (PAC) operations at the Seagirt Marine Terminal under the long-term lease and concession agreement is critical to the MPA and the State. MPA is working with PAC to retain container lines currently calling on Seagirt and to identify new services to replace the container business that is expected to move over to the newly completed TPA terminal in three years. PAC continues to make investments at the terminal,

including reefer racks and additional electrification, which will support expanded rail operations to take advantage of double-stack rail capability when the Howard Street Tunnel Project is completed in 2028. MPA's lease and concession agreement with PAC establishes the legal framework and, in certain areas, restricts MPA activities relating to the development of other private container terminals such as the TPA terminal.

To construct the new container terminal, the TPA group must find placement locations for 4.25M cubic yards of dredge material. The MPA has committed to accept 1.25M cubic yards of dredge material at the Cox Creek and Masonville Dredge Material Containment Facilities from FY 26 to FY 29. The TPA container terminal developers are looking at alternative sites for disposal of the remaining 3M cubic yards. The annual maintenance dredging capacity needs of TPA, which is in addition to the 4.25M cubic yards to build the container terminal, are unclear.

2025 LEGISLATIVE SESSION PREVIEW, Jennifer Guthrie

Jennifer Guthrie, Director of the Office of Government Relations and External Affairs, reported that the Maryland General Assembly convenes on January 8, 2025, the Governor must introduce his budget by January 15, 2025, and will deliver the State of the State Address on February 5, 2025. The session adjourns on April 7, 2025.

MDOT/MPA make their budget presentations to the House Appropriations, Transportation & Environment Subcommittee on February 5, 2025, at 1 p.m., and to the Senate Budget & Taxation Committee on February 6, 2025, at 1 p.m. During these hearings, Secretary Wiedefeld and Executive Director Daniels will discuss MPA's accomplishments and the challenges moving forward.

The number of pre-filed bills to date is significantly less than last year. This year's budget will be the most challenging within the last two decades with the State facing a nearly \$3B shortfall in FY26 and the cost of the Climate Solutions Now Act estimated by the Maryland Department of the Environment in 2022 to be \$10B. MPA continues to spread the message that the MPA is leading the State in the effort to reduce carbon emissions and electrify infrastructure.

The MPA will work closely with the four newest members of the Maryland Congressional delegation, including Angela Alsobrooks, U.S. Senator, John Olszewski, Maryland's 2nd District, Sarah Elfreth, Maryland's 3rd District, and April Delaney, Maryland's 6th District, and with Andy Harris, representing the 1st District.

The MPA succeeded in having two key provisions included in the Water Resources Development Act of 2024: 1) authorization for construction of the Seagirt Loop Deepening Project and, 2) assumption by the Army Corps of the maintenance obligation for the federal navigation channel, an obligation previously assigned to the State.

MPA will be engaging in outreach to the new President of the Baltimore City Council, Zeke Cohen, and the new members, including Mark Parker, District 1, Paris Gray, District 8, Zac Blanchard, District 11, and Jermaine Jones, District 12.

CONTRACTS, John Thornton

John Thornton, Director of Procurement, presented the following contract modification for approval by the Maryland Port Commission.

Contract #521105, Modification No. 1 – Pier 4 Replacement at Fairfield Marine Terminal, McLean Contracting Company, Glen Burnie, Maryland; \$1,029,631. Term: January 30, 2025 – July 31, 2025. This modification is to increase the contract authority to compensate the contractor for the

additional cost of performance incurred to deal with unknown, differing site conditions.

After discussion, a motion to approve Modification No. 1 to Contract #521105 was made by Commissioner Webb, seconded by Commissioner Roberts and approved unanimously by the Commission.

VOTE to close meeting

At 3:09 p.m., in accordance with State General Provisions Article, Sections 3-305(b)(1)(i)(ii) of the Annotated Code of Maryland, Commissioner Barber moved that the Commission meet in Closed Session, Commissioner Richardson seconded the motion and the motion was approved unanimously. See attached Closing Statement. The Commission met in Closed Session from 3:12 p.m. until 3:53 p.m. Secretary Wiedefeld, Commissioners Barber*, Brewer*, Neuman*, Richardson*, Roberts*, and Webb, and Jonathan Daniels (Executive Director), Robert Munroe (Deputy Executive Director, Administration and Environment), Phil Whaling (Assistant Attorney General and Principal Counsel), John Boden (Director of Human Resources), and Marvis Harden (Special Assistant to the Executive Director), were present for the closed session.

The following topic was discussed in the closed session:

State General Provisions Article Citation #	Topics Discussed
§ 3-305(b)(1)(i) & (ii)	Personnel Issues

The following actions were taken in the closed session.

Commissioner Barber made a motion to appoint Melody Countess to the MPC position of CFO and Treasurer at the agreed salary, effective January 8, 2025. The motion was seconded by Commissioner Roberts and unanimously approved by the Commission.

Commissioner Webb made a motion to increase Cindy Burman’s salary and appoint her to the new position of Director of Cruise Marketing and Business Affairs. The motion was seconded by Commissioner Roberts and unanimously approved by the Commission.

Commissioner Webb made a motion to increase Ryan Barry’s salary. The motion was seconded by Commissioner Richardson and unanimously approved by the Commission.

Commissioner Barber made a motion to increase the salaries of the Deputy Executive Directors. The motion was seconded by Commissioner Roberts and unanimously approved by the Commission.

Commissioner Barber made a motion to increase Holly Miller’s salary with the new title of Director of Navigation, Innovation, and Stewardship. The motion was seconded by Commissioner Roberts and unanimously approved by the Commission.

Commissioner Webb made a motion to increase Kathleen Pickett’s salary. The motion was seconded by Commissioner Neuman and unanimously approved by the Commission.

Commissioner Webb made a motion to move out of closed session, seconded by Commissioner Roberts and approved unanimously by the Commission.

ADJOURNMENT

There being no further business, Commissioner Webb made a motion to adjourn, seconded by Commissioner Richardson. The motion carried unanimously; the meeting was adjourned at 3:54 p.m.