

**Maryland Port Commission**  
**Open Session Minutes**  
**July 2, 2024**

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The Four Hundredth and Ninth Session of the Maryland Port Commission was called to order at 9:00 a.m. by Deputy Secretary of Transportation Samantha Biddle. The Commission met in Open Session from 9:00 a.m. until 11:15 a.m. in the Stanton Room, 20<sup>th</sup> floor, World Trade Center, 401 E. Pratt Street, Baltimore, MD 21202.

**Present:** Deputy Secretary Biddle, Commissioners Barber, Brewer, Neuman, Richardson, Roberts and Webb.

**Staff:** Jonathan Daniels (Executive Director), Brian Miller (Deputy Executive Director, Operations and Logistics), Robert Munroe (Deputy Executive Director, Administration and Environment), Philip Whaling (Assistant Attorney General and Principal Counsel), Dominic Scurti (Director of Planning), Ryan Barry (Director of Operations), Holly Miller (Director of Harbor Development), Steve Johnson (Director of Engineering), Bradley Smith (Director of Maritime Commercial Management & Strategic Initiatives), Kathleen Pickett (Director of Security), William Richardson (Director of the Environment), John Boden (Director of Human Resources), John Thornton (Director of Procurement), Cindy Burman (Deputy Director of Business Development and Cruise), Mary Kay Radford (Executive Finance Manager), Ki Choi (Chief Information Officer), Pablo Penafiel (Chief Information Security Officer), Jessica Shearer (MPA Sustainability Manager), Trisha O’Neal (Deputy Manager of Procurement), Jenilee Jay (Office of Procurement), Sarah Jones (Administrative Contract Manager, Engineering), Jayson Knott (Maryland Department of Commerce Senior Director, Office of Business Development), Marvis Harden (Special Assistant to the Executive Director), Ken Kolarik (Office of Information Security and Technology) and Krystal Jones (Executive Office).

**Minutes of the Four Hundredth and Eighth Open Session Meeting**

Commissioner Barber moved to approve the Open Session Minutes of the Four Hundredth and Eighth (June 4, 2024) Maryland Port Commission meeting. Commissioner Roberts seconded the motion. The Commission then voted unanimously to approve the Open Session Minutes.

**Revision of the Minutes of the Four Hundredth and Seventh Open Session Meeting**

An error on page 5 of the Open Session minutes of the Four Hundredth and Seventh (May 7, 2024) Maryland Port Commission meeting was corrected to reflect that the Confined Aquatic Disposal Task Force bill did not pass during the 2024 Maryland legislative session. The revised paragraph now reads as follows:

*The Confined Aquatic Disposal Task Force bill did not pass this session. Nonetheless, the MPA, in keeping with its commitment to transparency and active and engaged stewardship of*

*Maryland's environment, has committed to conducting the task force under the Maryland Dredged Material Management Program/Bay Enhancement Work Group.*

Commissioner Richardson moved to approve the revision of the Open Session Minutes of the Four Hundredth and Seventh (May 7, 2024) Maryland Port Commission meeting. Commissioner Webb seconded the motion. The Commission then voted unanimously to approve the revision of the Open Session Minutes.

### **Introduction of New Members of the Maryland Port Commission**

MPA Executive Director Jonathan Daniels introduced the new members of the Maryland Port Commission: John Dorsett Brewer, Jr. and Adam Neuman. The new Commissioners introduced themselves and provided insight on their background.

John Dorsett Brewer, Jr. has a background in the agricultural trade space and in international affairs, specifically regarding the Western Hemisphere and Latin America. Commissioner Brewer has worked for the federal government, having held senior level positions in the U.S. Departments of State, Defense, and Treasury.

Adam Neuman is a lawyer by trade. After working for a big law firm in New York City, he worked for the Big 10 Conference and recently joined the Ravens as Chief of Staff to the President. He is interested in infrastructure. His grandfather oversaw the bridge division at the State Highway Administration and holds the honor of having been the longest serving employee at the agency.

### **Executive Director's Update, Jonathan Daniels**

#### **Key Bridge Response/Channel Reopening**

The June 10 reopening of the full 50-foot deep, 700-foot wide main shipping channel was announced at a press conference with Maryland Governor Moore, U.S. Department of Transportation Secretary Pete Buttigieg, and senior leadership from the U.S. Coast Guard and U.S. Army Corps of Engineers, and elected officials and members of the Port of Baltimore community.

Preliminary counts of vessels calling on MPA terminals in late May 2024 show a recovery from the lows/inactivity of prior weeks with a further uptick during June 2024. These counts are preliminary and subject to revision: MPA does not yet have the closeout numbers for the end of the fiscal year. Currently, there are forty-five (45) vessels scheduled to arrive through next Monday. The vessels returning to the Port of Baltimore include larger vessels such as the Evergreen Ever Forever which arrived in early June.

Preliminary reports of gate transactions indicate they have remained consistent during the past few weeks. Seagirt Marine Terminal has reported approximately one thousand transactions per day which is roughly one-third of the total pre-Key Bridge incident transactions. These numbers are subject to future revision as additional data is received.

## Business Development and Cruise

Jonathan Daniels and Rick Powers, Director of Business Development, are scheduled to travel to Europe next week for meetings with Mediterranean Shipping Company (MSC), Terminal Investment Limited (TiL), MSC Cruises, as well as forest products companies, to discuss the Port of Baltimore channel reopening and future business prospects.

Cruise Maryland continues to rebound after the reopening of the channel. AIDA, a German-branded cruise subsidiary of Carnival Corporation, recently announced it will join Crystal Cruises in making in-transit port calls to the Port of Baltimore in 2026.

## Security

MPA Director of Security, Kathleen Pickett, was featured in the recent edition of the American Association of Port Authorities (AAPA) Seaports Magazine in an article titled, “In Safe Hands: Best Practices in Total Port Security.” Ms. Pickett also co-chairs the AAPA Security Committee, a group of her counterparts throughout the maritime industry.

## Vessel Departure Issue

Mr. Daniels discussed a recent incident, reported in the Baltimore Sun, regarding a vessel, which was tied to tugs, that lost power departing from Seagirt Marine Terminal. The U.S. Coast Guard was notified and issued a “no sail” order. The communication/notification process for this occurrence was handled under the U.S. Coast Guard’s procedures.

## **Overview – Office of Information Security and Technology, Ki Choi, Chief Information Officer, and Pablo Penafiel, Chief Information Security Officer**

Ki Choi, Chief Information Officer, and Pablo Penafiel, Chief Information Security Officer, provided an overview of the Office of Information Security and Technology (OIT) which oversees the technology, infrastructure and systems within the Maryland Port Administration. The mission of OIT is to discover, provide and maintain technological solutions that support the MPA’s business operations and security solutions. Key areas of responsibility are strategic planning, IT infrastructure, cybersecurity, software development, project management, and helpdesk/desktop support.

OIT initiatives to deliver quality service and provide continuous security improvements include enhancement (preserve and strengthen security infrastructure), research (pursue and acquire cybersecurity skills), collaboration (interface with MDOT modes, and state and federal agencies), evolution (more rapidly respond to technological changes and better address helpdesk inquiries), green initiatives (reduce costs and energy through consolidation and the use of virtual technologies), upgrades (transport MPA legacy applications to modern platforms), capture funds (obtain grant funding through federal programs and other resources), and security infrastructure improvement (monitor operations and infrastructure and maintain and protect data and systems).

Among the challenges faced by OIT are reducing its reliance on contract positions by increasing the number of permanent PINs/full-time employees handling its workload and continuing to improve MPA's defenses against cyberattack.

Brian Miller, Deputy Executive Director of Operations and Logistics, commended OIT on the great job they do and for their efforts on a 24/7 basis. Mr. Daniels emphasized the importance of OIT as information technology security attacks on ports and shipping companies are occurring more frequently and have impacts on the greater supply chain.

### **Howard Street Tunnel Expansion Project Update, Bradley Smith, Director, Maritime Commercial Management and Strategic Initiatives**

Bradley Smith, Director of Maritime Commercial Management and Strategic Initiatives, provided an update on the Howard Street Tunnel Expansion Project. The Howard Street Tunnel is a 1.7-mile long, single-track rail tunnel owned, maintained and used by CSX and located in Baltimore City. The tunnel, originally built from 1890 to 1895 and extended in the 1980s, is approximately eighteen (18) inches too short for double-stack rail transport (the stacking of two containers on one rail car each, allowing for one train to transport twice the number of containers of a single-stack train).

When completed, the Howard Street Tunnel (HST) Expansion Project will eliminate a long-standing rail bottleneck and create a double-stack rail network to/from the Port of Baltimore and along the entire I-95 Rail Corridor. The HST Expansion Project consists of vertical clearance improvements at 22 locations between Baltimore and Philadelphia including the full length of the HST. Once complete, CSX double-stack trains will be able to travel to/from the Port of Baltimore.

The completed HST Expansion Project will position the Port of Baltimore to attract discretionary cargo currently flowing to other ports and destined for the Midwest because the Port of Baltimore is closer to the Midwest via railroad than any other East Coast port. In 2021, MPA estimated the HST Expansion Project would result in an additional 160,000 containers per year flowing through the Port of Baltimore. The prospect of the additional capacity offered by the HST Expansion Project has been cited as a key factor in Tradepoint Atlantic's deal with Terminal Investment Limited (TiL), a subsidiary and the terminal operating arm of Mediterranean Shipping Company, to build a new \$1 billion container terminal at Sparrows Point.

Approximately 7,290 total jobs in Maryland could be generated in the long term by new waterborne container activity associated with improvements to the Howard Street Tunnel. This includes 2,950 direct jobs, 3,400 induced jobs, and 940 indirect jobs. In addition to the long-term jobs, the project itself is projected to generate 6,550 construction jobs.

New container activity will be a major source of personal and business revenues in Maryland annually. Expected annual revenues include \$613 million in personal income and redirected spending/local consumption, \$443 million in business revenues, and \$65 million in state and local tax revenue.

The project has been grouped into ten (10) packages for design and construction: four (4) packages in Pennsylvania (all track lowering), one (1) package in Delaware (track lowering), and five (5) packages in Maryland (track lowering, bridge replacements, a bridge modification and tunnel work).

Of the ten project packages, three are complete and have achieved double-stack clearance. Three projects are currently under construction, two with an expected completion through the summer of 2024 and the third with an expected completion in 2025. Construction for the two bridge replacements and the bridge modification is expected to begin later in 2024. Early construction activities are underway on the tunnel itself, with more significant work starting in the coming months.

As major construction activities are about to begin in Maryland, MPA is working with CSX on several ongoing coordination issues: maintenance of train traffic during track-level construction, maintenance of vehicular traffic during bridge replacement/modification work at North Avenue and Harford Road, the Project's schedule and budget, and the northern rail route out of Baltimore.

During the 2024 Maryland Legislative Session, the Maryland General Assembly enacted budget language that requires MPA to submit quarterly updates on the HST Expansion Project including "percentage completion and any material changes to the project schedule or cost." Reports are due on July 1, 2024, October 1, 2024, January 1, 2025, April 1, 2025. The first report was submitted on Thursday, June 27, 2024. The recently submitted report included the percentage completion for each package and stated that the budget and schedule for the project were unchanged.

**MPA Sustainability Report, Robert Munroe, Deputy Executive Director, Administration & Environment, and Jessica Shearer, Sustainability Manager**

Robert Munroe, Deputy Executive Director, discussed the background and purpose of the MPA Sustainability Report. The Report follows and builds on the MPA's long history of sound environmental and sustainability efforts while maintaining the Port's economic vitality. The MPA and the Port of Baltimore strive to be good environmental stewards and have developed and maintained good relationships with our neighbors including many economically disadvantaged communities. These stewardship and community engagement efforts bolster MPA's sustainable and environmental messaging and are central to a comprehensive sustainability plan.

Mr. Munroe introduced Jessica Shearer who filled the recently established position of MPA Sustainability Manager. Ms. Shearer provided an overview of the recently released MPA Sustainability Report. The goal of the report is to highlight and showcase the MPA's efforts in implementing sustainability programs, projects and initiatives. The key performance indicators and foundation for the Sustainability Report are Economic Vitality, Infrastructure, Human Resources/Health & Safety, Environmental Stewardship, Climate and Energy, and Community Building.

Economic Vitality: The Port of Baltimore is a key contributor to the economic vitality of the region.

Data generated prior to the Key Bridge collapse showed that the Port of Baltimore created or contributed to the creation of over 397,000 direct, induced, indirect, and cargo-related jobs combined and accounts for \$5 billion in personal income to Maryland residents and \$4 billion in taxes and business revenues. Residents of Baltimore City and Baltimore County hold 60% of the direct jobs.

**Infrastructure:** The MPA is committed to sustainable infrastructure for the Port, its operations, and the surrounding areas. The MPA is making a conscious effort to reduce environmental impact while improving efficiencies in terminal operations, transportation, and materials.

**Human Resources and Health & Safety:** The MPA strives to ensure a diverse, healthy, and safe Port workforce. Recent investments focused on hiring improvements to reinforce equity and diversity, safety programs, and the addition of new safety staff. Additionally, internal audits and analyses help continually refine and improve Port health and safety.

**Environmental Stewardship:** Protecting the Chesapeake Bay and the people, plants, and animals that live within it are essential elements of MPA's sustainability mission. The MPA has invested in innovative programs that further stewardship, waste management, the reuse of dredged material, and water quality improvement. The MPA is actively engaged in certification programs to hold the Port and its operations to the highest global standards.

**Community Building:** The MPA is committed to building and investing in the community. It has established numerous programs that foster outreach, community engagement, education, recreational access, and workforce development. The MPA aims to prioritize environmental justice efforts, promote diverse representation reflecting the communities that it serves, and increase the public's knowledge about the Port of Baltimore.

**Preparation for a Sustainability Plan:** The process for creating a Sustainability Plan will include developing a plan format and performance measures, researching innovative opportunities, identifying resource needs and project prioritization.

### **Port of Baltimore Cargo Data, Dominic Scurti, Director of Planning**

Dominic Scurti, Director of Planning, provided the Commission with a presentation comparing preliminary April and May 2024 cargo and vessel data with 2023 data.

The following data is preliminary and subject to revision. There were 47 vessel arrivals to the Port of Baltimore in April 2024 as compared to 184 vessel arrivals for April 2023. The 47 vessel arrivals for April 2024 included 37 to Tradepoint Atlantic, 2 vessels to MPA terminals and 8 vessels to other private terminals. In April 2023, 120 vessels arrived at MPA terminals, 9 vessels arrived at Tradepoint Atlantic and 55 vessels went to other private terminals.

Preliminary data also indicated that vessel arrivals were down in May and June of 2024 as compared to the same time in 2023, however activity began to pick up in late May and early June 2024 after the channel re-opening. Preliminary data further indicated that the tonnage of all major categories of cargo and containers handled were down by significant percentages year-to-

date through May 2024 versus May 2023. The amount of the decrease is subject to revision as additional data is received.

**Contracts for Approval, John Thornton, Director of Procurement**

John Thornton presented the following contracts for approval.

1. Contract #222012B-IT, Modification No. 1, Renewal Option No. 1 – Geographic Information Systems Services, KCI Technologies, Inc., Baltimore, Maryland; \$666,666. Term: January 8, 2026 – January 7, 2028 (Two Years).

After discussion, a motion to approve Modification No. 1, Renewal Option No. 1 of Contract #222012B-IT was made by Commissioner Barber, seconded by Commissioner Richardson and approved unanimously by the Commission.

2. Contracts #524058A and #524058B – Construction Management and Inspection Services (Work Order Based Contracts for MPA Facilities). Total Amount – \$7,000,000. Term: August 8, 2024 – August 7, 2029 (Five Years)

- Contract A – iCivil Inc., Woodstock, Maryland; \$3,500,000.
- Contract B – O’Connell & Lawrence, Inc., Olney, Maryland; \$3,500,000.

After discussion, a motion to approve Contracts #524058A and #524058B was made by Commissioner Richardson, seconded by Commissioner Roberts and approved unanimously by the Commission.

**Move into Closed Session**

At 10:46 a.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, and Commissioner Roberts seconded the motion. The motion was approved unanimously. See attached Closing Statement. The Commission met in Closed Session from 10:46 a.m. until 11:15 a.m. Deputy Secretary Biddle and Commissioners Barber, Brewer, Neuman, Richardson, Roberts, and Webb, and Jonathan Daniels (Executive Director), Robert Munroe (Deputy Executive Director, Administration and Environment), Philip Whaling (Assistant Attorney General and Principal Counsel), John Boden (Director of Human Resources), and MPA Staff Krystal Jones (Executive Office) were present for the closed session.

The following topic was discussed in closed session:

<b>State General Provisions Article Citation #</b>	<b>Topics Discussed</b>
§ 3-305(b)(1)(i)(ii)	MPC Personnel Issue: Personnel Matter

During the Closed Session, the Commission, pursuant to the Commission's statutory authority in § 6-201.2 of the Transportation Article of the Code of Maryland, voted to appoint Matthew Wypyski to the position of Deputy Executive Director, Commercial Development. The closed session adjourned at 11:15 a.m.

**Adjournment**

There being no further business, a motion to adjourn was made by Commissioner Barber, and seconded by Commissioner Roberts. The motion carried unanimously. The meeting was adjourned at 11:15 a.m.