

Maryland Port Commission
Open Session Minutes
November 1, 2022

The Three Hundred and Ninety Second Session of the Maryland Port Commission was called to order at 10:00 am by Secretary of Transportation Jim Ports. The Commission met in Open Session from 10:00 am until 10:30 am in the Stanton Room, 20th floor, World Trade Center, 401 E. Pratt Street, Baltimore, MD 21202.

Present: Secretary Ports and Commissioners Dandy, Dean (telephone), Huber, Lunn (telephone), McDonald, and Richardson.

Staff: William Doyle (Executive Director), Robert Munroe (Deputy Executive Director, Administration and Environment), Christina Nichols (Chief of Staff), Phil Whaling (Principal Counsel), Richard Scher (Director of Communications), Dominic Scurti (Director of Planning), David Espie (Director of Security), Holly Miller (Deputy Director of Harbor Development), Jasmin Todman (Budget Manager), Steve Johnson (Director of Engineering), Richard Powers (Director of Marketing), Bradley Smith (Director of Maritime Commercial Management & Strategic Initiatives), John Thornton (Manager of Procurement), Michael Gill (Secretary of Commerce) and Krystal Jones (Executive Office).

Minutes of the Three Hundred and Ninety First Open Session Meeting

Commissioner McDonald moved to approve the Open Session Minutes of the Three Hundred and Ninety First Port Commission meeting. Commissioner Dandy seconded the motion. The Commission then voted unanimously to approve the Open Session Minutes.

Executive Director Update, William Doyle, Executive Director

Mr. Doyle remarked on the announcement by Trade Point Atlantic on October 26, 2022, regarding Trade Point Atlantic and Terminal Investment Limited (Mediterranean Shipping Company (MSC) is parent company) have established a joint investment and partnership to develop an on-site 165-acre container terminal with an on-dock rail facility at Coke Point. Mr. Doyle reported that he did not have details of the agreement and the main focus of TPA will be building a dredged material containment facility to handle the dredging that will be required to build the infrastructure. Mr. Doyle estimates that it will take approximately 6-8 years for the facility to be built.

Mr. Doyle reported that the Port of Baltimore was not awarded funds from the Port Infrastructure Development Program (PIDP) grant program. According to MARAD “more than 60 percent of the awards will be benefitting ports in historically disadvantaged communities and several of the projects will help reduce emissions at the ports through electrification. Additionally, more than \$150 million in awards include a focus on electrification of port equipment to reduce emissions and improve air quality. The awards also include nearly \$100 million for port projects that will advance offshore wind deployment.” The MPA will be submitting applications for the next round of grants.

Safety Program Annual Report

This topic will be presented at the December MPC meeting due to staff illness.

Capital Program Update, Dominic Scurti, Director of Planning

Mr. Scurti presented the FY2023-2028 MPA Capital Program. Highlights of his presentation included:

- Total MPA budget \$1.354 billion (6.8% of MDOT Consolidated Transportation Plan, CTP)
 - Transportation Trust Fund - \$863.1 million (9.3% of TTF funds)
 - Maryland General Fund - \$124.5 million (Howard Street Tunnel project)
 - Federal Funds - \$202.1 million
 - Other - \$165.1 million (CSX, Ports America Chesapeake, etc.)
- \$461.0 million (**Harbor Development**)
 - Transportation Trust Funds: \$448.1 million
 - Federal Funds: \$12.9 million
 - Major Programs
 - Hart-Miller Island \$16.9 million
 - Cox Creek DMCF \$88.7 million
 - Masonville DMCF \$88.7 million (needs more funding)
 - Poplar Island \$70.7 million
 - Mid-Bay funding \$120.8 million (needs more funding)
 - Innovative Reuse \$10.2 million
 - Tronox \$28.5 million
(another \$48 coming from Tronox)
- \$309.1 million (**Landside**)
 - Transportation Trust Funds: \$297.3 million
 - Federal Funds: \$11.8 million
 - Major Projects
 - DMT Berth 3 Construction \$12.0 million
 - DMT Resiliency & Flood Mitigation \$42.2 million
 - DMT Berths 11-13 Reconstruction \$10.2 million (will need more \$)
 - Fairfield Pier 4 Reconstruction \$17.0 million
 - Fairfield Stormwater Mgmt Phase I \$6.4 million
 - Agency Wide Repair Contracts \$82.9 million
 - COPR Remediation \$21.5 million
- Additional Projects
 - Howard Street Tunnel (INFRA) \$443.5 million
 - ICTF Rail Modernization (CRISI) \$22.4 million
 - Broening Highway Support \$1.7 million
 - Seagirt Berth 2 / Export Grain Facility \$86.6 million*
(subject to PIDP award)

- FY24 – FY28 Unfunded Needs Total: \$497.2 million
 - Major Unfunded Projects:
 - Mid-Bay Islands \$122.6 million FY25-FY27
 - DMT Berth 11-13 \$65.0 million FY25-FY28
 - Seagirt Loop Channel \$17.1 million FY25-FY26
 - Masonville +42' Construction \$8.7 million FY27-FY28
 - DMT Berth 1-2 Reconstruction \$76.5 million FY24-FY28
 - NLP Pier 3 Demolition \$20.0 million FY25-FY26
 - FMT Stormwater Management \$20.8 million FY24-FY28

Adjournment

There being no further business, a motion to adjourn was made by Commissioner Richardson and seconded by Commissioner Huber. The motion carried unanimously. The meeting adjourned at 10:30 am.