

DRAFT
SUMMARY OF THE DREDGED MATERIAL MANAGEMENT PROGRAM
CITIZENS' ADVISORY COMMITTEE MEETING
February 12, 2020 6:15 PM
Point Breeze Maritime Center II
2200 Broening Highway
Baltimore, Maryland

Attendees:

Angie Ashley Consulting: Angie Ashley
Baltimore City Office of Sustainability: Bruna Attila
Baltimore Gas & Electric (BG&E): Chandra Chithaluru
Blue Water Baltimore: Daniel O'Leary
Cox Creek Citizens Oversight Committee (CC COC)/Pasadena Bus Association: Brian Conrad
Dorchester County: Bruce Coulson
EcoLogix Group: Steve Pattison
Fort Howard Community Association: Kathy Labuda
Living Classrooms Foundation: Christine Truett
Maryland Environmental Service (MES): Jay Sullivan, Danielle Wilson
Maryland Department of Transportation Maryland Port Administration (MDOT MPA): Dave Bibo, David Blazer, Kristen Fidler, Katrina Jones, Kristen Keene
National Aquarium: Laura Bankey
North Point Peninsula Council: Fran Taylor
Patapsco/Back River Trust Team: Stuart Stainman
Turner Station Conservation Teams: Gloria Nelson
US Army Corps of Engineers (USACE), Baltimore District: Ray Tracy
Waterfront Partnership of Baltimore: Adam Lindquist
7th District Civic Council: Scott Pappas

Action Items:

1. Ms. Fidler will follow up with the committee on the estimated truck traffic reduction data From the Howard Street Tunnel project.
2. Mr. Lindquist will follow up offline with Ms. Jones regarding how the Waterfront Partnership of Baltimore can incorporate Masonville Cove metrics in their 10-year retrospective report.
3. Mr. Blazer replied that he will send out an email to the committee regarding the Mid-Bay informational meeting on March 21, 2020.
4. Ms. Ashley will send a reminder regarding the Waterfront Partnership of Baltimore hosted summit on Wednesday, May 6.

Statements for the Record:

No statements for the record.

1.0 Welcome & Introductions

Adam Lindquist, Chair

Ms. Ashley convened the meeting and welcomed all committee members. Mr. Lindquist asked attendees to introduce themselves and their affiliated organizations.

Mr. Lindquist asked for a motion to approve the August 7, 2019 meeting summary. The August 7, 2019 meeting summary was approved unanimously.

2.0 DMMP Education & Outreach Update

Ms. Katrina Jones, MDOT MPA

Ms. Jones gave an overview of the Dredged Material Management Program's (DMMP) outreach and education programs.

Cox Creek

As a part of the Cox Creek Dredged Material Containment Facility (DMCF) Expansion project, an open house was held on Saturday, October 26, 2019. The open house provided citizens with an opportunity to tour the new operations and maintenance (O&M) building and to learn more about the progress of the Cox Creek Expansion project. Maryland Environmental Service (MES) education staff led environmental games, and a new partner, Anne Arundel County Department of Public Works (AACO DPW), attended along with existing partners such as the National Aquarium (NA), the Chesapeake Bay Foundation (CBF), and the United States Fish and Wildlife Service (USFWS).

The Cox Creek Citizens Oversight Committee (CC COC) meetings will now be held in the O&M building. In July 2019, the CC COC meeting included community cookout.

Ms. Jones stated that the Maryland Department of Transportation Maryland Port Administration (MDOT MPA) DMCFs rank highly on the e-bird website list, which is a birding list for all of Maryland that identifies how many bird species are seen or identified. For three consecutive years, Cox Creek DMCF and Swan Creek had the most species, but 2019 activities and birding access were curtailed by the beginning of expansion construction at the site. There were only four scheduled birding tours at Cox Creek in 2019.

Masonville Cove Decade of Dedication

In 2019, Masonville Cove celebrated a decade of being open to the public by hosting the Decade of Dedication event series. MDOT MPA partnered with Living Classrooms Foundation (LCF), NA, and USFWS to plan and host events throughout the year. Extended evening hours were offered at the education center and campus on the first Thursdays of every month until 8 PM. Additional extended hours were offered on Saturdays and Sundays with targeted events.

Ms. Jones stated 561 visitors participated in the 13 Decade of Dedication events. Surrounding communities have reported in the past that transportation to Masonville Cove is problematic. To improve access to the site, the Masonville stakeholders offered free shuttles to and from the Enoch Pratt Free Library, Brooklyn Branch and tracked usage. MDOT MPA also offered the opportunity to credit Uber rideshares within a 5-mile radius to and from Masonville Cove. The Uber rideshare program was only offered in the November and December events and was not utilized by community members.

Mr. Lindquist asked how often the free shuttle service was offered. Ms. Jones replied that the shuttles were offered only on the days with special events. To inform citizens about events, MDOT MPA worked with the area libraries, the area schools, and other community partners through LCF and NA. Ms. Fidler

added that there were two shuttles for two separate pickup/drop off spots that made at least two runs with times advertised in advance.

Many families from the Masonville Cove community had their first opportunity to fish at the September 5th Fishing at the Cove event sponsored by USFWS. For the May 11th Feather Friends Day, the Masonville Cove stakeholders partnered with the Cherry Hill Arts and Music Festival at Middle Branch Park to provide a shuttle between the two events. Masonville Cove stakeholders partnered with a kayak outfitter, Ultimate Watersports, to offer free kayak training and a kayaking tour around the Cove at the September 29th Urban Wildlife Refuge Day celebration with USFWS Director, Aurelia Skipwith, in attendance. Ms. Jones stated that the Masonville stakeholders distributed event announcements in both English and Spanish versions in response to the large Hispanic community surrounding Masonville Cove.

Additionally, there is now a Little Free Library located at Masonville Cove, where the public can take or leave a book when visiting the site.

Maryland Association for Environmental and Outdoor Education (MAEOE) Conference

The MES education team is contracted by MDOT MPA to provide educational programming on behalf of the Port. They are certified MAEOE green leaders and can offer professional development to educators. They also provide the Terrapin in the Classroom Program which continues to be popular with up to 200 terrapins in classrooms around Maryland. The terrapins are assigned to classrooms in Anne Arundel County (AACO) through Arlington Echo and in Baltimore City, Baltimore County, and the Eastern Shore through NA and MES. MES updated the Port of Baltimore Environmental Education Teachers' Guide that provides Port-related environmental education lessons aligned with the standards of the Maryland State Department of Education.

Ms. Jones showed photos from the MAEOE Conference, where the MES education team presented a terrapin nest processing lesson to attendees. The lesson plan included learning about terrapin nesting habits and how scientists identify the nests, count and weigh the eggs, replace them in the nests, and then mark the nests to provide an opportunity to catch the terrapins when they hatch. The attendees learned that when the terrapins are caught, 200 of them receive a microchip and are raised in classrooms throughout Maryland as "turtle ambassadors" through the Terrapin Education and Research Program (TERP). MES staff provide in-school outreach lessons in support of the program to teach students about the Port, Poplar Island, and the terrapin research that takes place. The terrapins are released at Poplar Island at the end of the school year. The microchip will help to document when a terrapin revisits Poplar Island.

At MAEOE, the MES education team also provided a Project WET professional development session, which is a global program for water education. Attendees received certification as Project WET educators and learned about the importance of the Chesapeake Bay as a resource, and how their daily lives have an impact on the watershed. Ms. Jones stated that incorporating information about the Port and the DMMP is a great example of teaching students about local issues and how restoration and water resource conservation ties into economic issues and future careers for students.

Ms. Jones stated that the Baltimore Port Alliance (BPA) is a collaboration of maritime industries that convene to address legislative and environmental issues. The BPA has an outreach and educational committee of which Ms. Jones is a co-chair. In 2019, the BPA held its first hiring and career expo. The

2020 Hiring and Career Expo will take place on Thursday, April 30, 2020. In 2019, 33 exhibitors participated in the exhibit and the expo and over 200 job seekers attended. The event targeted organizations that were hiring and companies who offer trainings that are within the Port of Baltimore (POB).

New Area Academy is a high school in Baltimore City that has a new Early College/High School - Pathways in Technology (P-Tech) program - where students have an opportunity to graduate with a high school diploma as well as a 2-year certification from the transportation and logistics program through Baltimore City Community College. As a maritime partner for that program, MDOT MPA is in the process of identifying mentors who can advise on opportunities for students and help students find internships within the industry. Once students graduate through the dual program, they will have opportunities to interview for jobs in the maritime industry. It mimics a program created by the International Business Machines (IBM) program in New York. Three Baltimore City schools currently provide the opportunity in Maryland.

Ms. Jones stated that the MDOT MPA Outreach and Education team is available to do presentations for organizations or community groups to inform people about happenings at the POB. They organize field trips to DMCFs and other sites. MDOT MPA also participates in community events for outreach.

Mr. Stainman asked how many people visited the Masonville Cove campus throughout 2019. Ms. Jones replied that through their program, approximately 2,000 students and community members who visited Masonville Cove campus and there were approximately 15,000 visitors for all DMCF sites combined. Mr. Stainman asked what analysis is happening with visitor data gathered from the 2019 Decade of Dedication. Ms. Jones replied a lessons learned draft report from the Decade of Dedication pilot year was drafted and MDOT MPA received for review in early February. The data analysis will be released in the near future.

Mr. Taylor asked how book donations for the Little Free Library at Masonville Cove should be delivered. Ms. Jones replied that any book donations should be left in the Masonville Cove Little Free Library on campus or brought to any DMMP meeting. Mr. Stainman commented that the Maryland Natural History Society has a large collection of aquatic science books that may be a good source of free or inexpensive books for the Masonville Cove Little Free Library.

Mr. Lindquist commented that the Waterfront Partnership of Baltimore is currently developing a 10-year retrospective on changes in the Baltimore environment. He asked if higher bird species counts at Masonville were due to a higher volume of birders at Masonville compared to other sites. Ms. Jones replied that MDOT MPA conducts studies at all DMCF sites. Ms. Fidler added that USFWS conducts the wildlife management and monitoring at Masonville Cove and Poplar Island and has reported 246 species at Poplar Island and 251 species at Masonville Cove in 2019. She noted that this is a remarkable fact given that Masonville is surrounded by industry and the associated infrastructure. Mr. Lindquist will follow up offline with Ms. Jones regarding how the Waterfront Partnership of Baltimore can incorporate Masonville Cove metrics in their 10-year retrospective report. Ms. Fidler stated that the NA might also be able to contribute data on Masonville Cove environmental metrics from the June 8th BioBlitz. Ms. Jones added that June 2020 will mark the 6th year of the Masonville Cove BioBlitz where citizens can participate in gathering biological data.

3.0 Harbor Development Update

Kristen Fidler, MDOT MPA

Ms. Fidler gave an overview of key project updates and stated that the success of the projects is largely due to the volunteer support, the advisory committees, and the outreach and education programs that Ms. Jones discussed. These groups are essential to receiving approvals for funding or authorization for projects. The accomplishments that have happened with the DMMP are due to committee member's long term and consistent support.

Masonville and Cox Creek Expansion

MDOT MPA's October 2019 contract approval request to increase funding and extend the contract in order to raise the dikes at the Masonville DMCF was approved unanimously at the Maryland Board of Public Works (BPW). The meeting was a great opportunity for Governor Larry Hogan, the comptroller, Peter Franchot, and the treasurer, Nancy Kopp, to recognize the work of the partners at Masonville Cove, appreciate the project's impact on the community, and to celebrate the site's Decade of Dedication. Masonville dikes will be raised from +18 feet to +30 feet and ultimately up to +42 feet above sea level, level with the adjacent land. MDOT MPA had another meeting with BPW in January for a contract extension for the Cox Creek Expansion project and dike raising. Cox Creek dikes are being raised to +60 feet above sea level under a new approved contract.

Ms. Fidler read the public notice for the Cox Creek DMCF, the Masonville DMCF, and the Overlay State Industrial Discharge Permits. MDOT MPA reapplied for the permits, and in December 2019 received notice of application received for all three permits from Maryland Department of the Environment (MDE). MDE is currently drafting the new permits and site visits are scheduled for March at the Cox Creek DMCF and the Masonville DMCF. MDOT MPA will continue to operate under the current permits until the new ones are received.

Masonville Cove Access

As Ms. Jones discussed, the first Thursday of every month in 2019 featured extended hours until 8pm at the Masonville Cove campus, along with extended hours on two Saturdays and two Sundays. MDOT MPA captured data from all 2019 events including, events/non-events, times, and available modes of transportation. MDOT MPA is currently examining the data to determine the impact on number of visitors, which will inform recommendations for adjusting resources. The synthesis of these datum will lead to forthcoming decisions concerning which transportation options to pursue, how to coordinate events to meet the community's needs, and the open hours on the site in the future.

Ms. Fidler stated that the Greater Baybrook Alliance (GBA) partnered with Medstar Harbor Hospital to apply for state grant funding to design a pedestrian and bike path that will connect the Gwynn's Falls Trail at Medstar Harbor Hospital with the Baltimore and Annapolis Trail in AACO. MDOT MPA submitted a letter of support and also applied for a federal grant in partnership with USFWS as the second round of the Federal Lands Access Program (FLAP) to do 100% design of a multimodal trail to incorporate Masonville Cove into the path that GBA and Medstar Harbor Hospital are proposing. Both GBA's and MDOT MPA's applications were accepted and both projects were selected for funding.

Howard Street Tunnel Expansion Project Updates

Ms. Fidler stated that the Howard Street Tunnel Expansion is a major project for the POB. In 2019, the DMMP Citizens' Advisory Committee (CAC) was asked to submit a letter of support for the Federal

Infrastructure for Rebuilding America (INFRA) grant for the Howard Street Tunnel. MDOT MPA and CSX were awarded \$125 million from the INFRA grant and are currently working to fully fund the project.

The expansion project will allow for double stack rail containers to move through the Howard Street Tunnel. The expansion will provide economic development and growth for the POB, providing hundreds of jobs and benefits in terms of rail transportation as opposed to truck transportation. The POB is meeting all requirements for a 21st century port, with a 50-foot channel, a 50-foot berth, and the forthcoming Howard Street Tunnel Expansion. There will be community outreach and stakeholder engagement around the tunnel expansion project both for National Environmental Policy Act (NEPA) requirements and the critical need to move the project forward in a timely manner.

Ms. Bankey asked for a timeframe for the Howard Street Tunnel Expansion project completion. Ms. Fidler replied that the project team is in pre-NEPA and pre-construction activities. Finalization of agreements, NEPA requirements, permitting, and engineering should be completed in 2020. Construction is expected to begin in 2021 and the expected completion is approximately 2024.

Mr. Pappas asked if truck traffic reduction estimates are available for after the double stacked rail service are implemented. Ms. Fidler replied that estimates were part of the grant application and can easily be acquired. Ms. Fidler will follow up with the committee on the estimated truck traffic reduction data From the Howard Street Tunnel project. Reduction of truck traffic is something the POB is interested in to start to quantify what the ancillary benefits of reduced air emissions may be from the project.

Mr. Lindquist asked if the tunnel expansion involved raising the ceiling or lowering the floor and if there will be any impacts to homes and businesses near the tunnel. Ms. Fidler replied that the tunnel will be expanded on both the ceiling and the floor. She stated that the project team is currently working on details regarding those who will be affected. An additional 22 bridges between Baltimore and Philadelphia t are included in the project, and will need to be altered, which will have an impact on traffic and the project team is currently working to make a smooth transition.

Mr. Stainman asked if 2024 was the estimated time for completion for the additional 22 bridges or just the Howard Street Tunnel and inquired about the location of the 22 bridges. Ms. Fidler replied that all bridges and the Howard Street Tunnel are estimated to be complete by 2024. There are 10 bridges in Maryland; three bridges will be modified, and seven bridges require track lowering. Two bridges are in Delaware and ten bridges are in Pennsylvania.

Ms. Attila asked if the entire stretch of rail would be closed during the period from 2021-24. Ms. Fidler replied that she is unsure but anticipates a scheduled Howard Street Tunnel Expansion public meeting soon.

Mr. Chithaluru asked about the size of the engineering planning team and who puts it together. Ms. Fidler replied that MDOT MPA is the grant recipient from the United States Department of Transportation (USDOT) INFRA grant. MDOT MPA will be receiving the federal funds as well as funding from other contributing partners and delivering the funds to CSX. MDOT MPA is the project manager as the grant recipient, however CSX has shared roles and responsibilities as they own the tunnel. MDOT MPA will be overseeing the estimates, invoices and schedules. Ms. Fidler noted that these questions would be good to

ask Bradley Smith (MDOT MPA, Office of Freight and Multimodalism) who will be at the next CAC meeting.

Seagirt Marine Terminal Loop Deepening Completion Feasibility Study

The United States Army Corps of Engineers (USACE) 2020 federal fiscal year (FFY20) Work Plan Funding was announced on the USACE website February 10, 2020. The Work Plan Funding included \$1.5 million for the USACE to start a feasibility study to examine deepening the remainder of the Seagirt Marine Terminal Berth Loop. The Seagirt Marine Terminal Berth 3 Modernization P3 Project is currently in development in partnership with Ports America Chesapeake to deepen the berth only to 50 feet. The USACE feasibility study will examine deepening the remainder of the loop, which will allow safer, more efficient navigation in the loop. Vessels have increased in size since the last feasibility study was conducted 20 years ago. The feasibility study is a 50-50 cost share study between MDOT MPA and USACE. If the study justifies that the project is in the federal interest and warrants moving forward, MDOT MPA would then work with congressional delegation to get the project authorized. The deepening project would then be a cost share between USACE and MDOT MPA at 75-25. Initial cost estimates for the loop deepening project are approximately \$33 million.

Mid-Chesapeake Bay Island Projects

Ms. Fidler stated that another item in the USACE FFY20 Work Plan Funding includes \$500,000 to assist in continuation of the preconstruction engineering and design (PED) for the Mid-Chesapeake Bay Island Projects (Mid-Bay). Once the PED phase is complete, the project team will focus on project construction. The geotechnical borings to aid in the project design are expected to begin in the next few months. Mr. Blazer is working closely with USACE, residents, and community groups in Dorchester County to provide updates on the Mid-Bay project. There is a project informational meeting scheduled for Saturday, March 21, 2020 at the Church Creek Fire Hall in Dorchester County from 10am to 12pm for all citizens.

2019 Annual Report

Ms. Fidler stated that the 2019 Annual Report and the Recommendations for 2020 have been released. She noted that MDOT MPA recognized the DMMP CAC member's suggestions for an updated format, an online version and for a 2-page synopsis. A microsite was created (<https://mpadmmpannualreport.com/>) providing an overview of the 2019 Annual Report, links to the full text, and the 2020 recommendations. The recommendations incorporate strategic long-term planning, sustainability, outreach, stakeholder engagement, and partnerships.

Personnel Changes:

Ms. Fidler stated that Jim White stepped down as Executive Director of the POB. Mr. White's Deputy, Dave Thomas, is currently serving as the acting Executive Director and is supportive of the work done by the DMMP, the DMMP community stakeholders, and partners. MDOT Secretary Pete Rahn resigned in early January and Greg Slater, who was formerly the Administrator of MDOT State Highway Administration, is now the new MDOT Secretary. Ms. Fidler stated that MDOT MPA is in the midst of transition, but she believes it is all positive and that there is support to continue to do the great work that the DMMP is known for.

4.0 Innovative and Beneficial Reuse Progress Report

Kristen Keene, MDOT MPA

Ms. Keene gave an overview of new activities in the Innovative and Beneficial Reuse program.

Fleming Park Restoration Project

In November 2019, MDOT MPA provided a \$500,000 Secretary's Grant to the Turner Station Conservation Teams in support of the Fleming Park restoration project. The project proposes the creation of a new hybrid landscape that will innovatively reuse dredged material in the upland area, and beneficially reuse material offshore. The project's purpose is to create waterfront recreational amenities and provide resilient infrastructure to aid an areas subject to severe and frequent flooding. Specifically, the Secretary's Grant will primarily be used to address the design, engineering and permitting needs for the offshore elements of the project. The civil engineering component is still needed in the upland to advance the comprehensive restoration plans. The Turner Station Conservation Teams continues to conduct fundraising activities for the project.

Ms. Nelson stated that she is grateful for Ms. Keene's commitment to this project and for MDOT MPA facilitating the Secretary's Grant. On February 12, 2020, Ms. Nelson and Ms. Keene met with the leadership team from Baltimore County (Fleming Park property owner) to discuss the project details. Baltimore County is concerned about whether the project will interfere with their National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer (MS4) credits that they are currently receiving and requested more information regarding the use of dredged material at the site. Baltimore County also had questions about the development of MDOT MPA's Scope of Work Ms. Keene reassured the county representatives that MDOT MPA intends to work collaboratively with the county throughout the entire project process.

Ms. Keene explained that the goal of the offshore portion of the project is to reconnect the community with its waterfront, return ecological productivity to the intertidal zone, and establish nature-based flood risk reduction features using beneficially placed dredged material from the Baltimore Harbor in the park's nearshore environment. Currently, the community has been cut off from waterfront access due to erosion and dense stands of *Phragmites australis*. In the upland areas, the goal is to innovatively reuse dredged material to create diverse habitat and passive recreation areas. The entire landscape is intended to create a destination park for the community and visitors that supports the social, ecological, and economic health of Turner Station and the broader Chesapeake Bay region.

This is a complex, dynamic project with many partners, and it is also the first of its kind, so there are many ambitious goals set to achieve. The proposed beneficial use component of the Fleming Park restoration project would be the first time that Harbor dredged material will be used in an in-water application within the limits of the Harbor. Ms. Keene stated that MDOT MPA hopes that the Fleming Park project can serve as a template for similar projects in the future.

Phase 1 of the Fleming Park project involves community outreach and engagement, pre-design investigation, 30% design and engineering, and permitting and regulatory review. Community outreach and engagement efforts will be used to provide updates on project implementation milestones and seek input from community members. The pre-design investigation will include upland and in-water sampling efforts, a suite of surveys, and coastal hydrodynamic modeling exercises. Overall, the technical investigations will be used to characterize the existing site conditions, identify and address any data gaps, refine the design parameters, and advance permitting needs at the site.

Mr. Stainman asked from which agencies MDOT MPA/project team needs to acquire a permit. Ms. Keene replied that the team is currently creating a list of all agencies from which permits may be required; more details can be shared it once it is complete. MDOT MPA is focused on what technical information and environmental investigations are needed to determine if dredged material can be used at the site (upland and offshore). Ms. Keene reiterated that the MDOT MPA Scope of Work will not be able to accommodate that upland civil engineering needs.

Innovative and Beneficial Reuse Request for Proposals (RFP)

In November 2019, MDOT MPA advertised the Innovative Reuse and Beneficial Use of Dredged Material: Research and Development for Dredged Material End Use Applications Request for Proposals (RFP) through e-Maryland Marketplace Advantage (eMMA). The intent of the RFP is to make multiple awards, not to exceed \$300,000 each, for offsite research and development for novel end-use applications of dredged material. The maximum volume of wet and/or dry dredged material that can be allocated under this solicitation is 5,000 cubic yards (CY) per contract. MDOT MPA is actively preparing for future anticipated needs, both for expanded innovative reuse operations and cargo space, through the ongoing property negotiations associated with the potential acquisition of a 170-acre industrial property adjacent to the Cox Creek DMCF site. The RFP will help MDOT MPA build a foundation and continue to diversify the portfolio of different dredged material reuse applications.

5.0 Corps of Engineers Report

Ray Tracy, USACE

Mr. Tracy introduced himself as the USACE project manager for the Mid-Bay Island project and the future Seagirt Marine Terminal Berth 3 Modernization P3 project.

Approach Channel Dredging

USACE has received \$20.085 million for the Baltimore Harbor in the FFY21 budget plan, and the FFY20 Work Plan includes \$1.5 million for the Seagirt Loop Deepening Study and \$4.95M in Energy Transfer Port (ETP) Funds. The FFY19/20 contract for dredging 2.8 million cubic yards (MCY) of material from the Maryland approach channels and harbor channels was awarded to Great Lakes Dredge and Dock and includes \$26.4 million (base), with \$38.4 million in options. Dredging is expected to start February 2020 with an estimated completion date of June 2020. Approximately 2.15 MCY will be dredged from the Brewerton Eastern Extension and Tolchester Channel and will be placed at Poplar Island.

For the approach channels, the USACE is conducting condition surveys to identify the channels most in need of dredging but are tentatively planning to dredge material from Craighill Angle, Craighill Upper Range, and the Cutoff Angle, which would be placed at Poplar Island. Final selection of the Maryland channels to be dredged will be dependent on funding available, a review of the condition surveys, and a meeting with MDOT MPA and the Association of Maryland Pilots on February 28, 2020.

Baltimore Harbor Dredging

Maintenance dredging in FFY19/20 was approximately 635,000 CY from the Brewerton Angle, Brewerton Channel and the East Channel of the Northwest Branch, to be placed at the Masonville DMCF.

Virginia Channels

The York Spit dredging contract of \$17.8 million is expected to be awarded in February 2020 for approximately 2 MCY. Work for the project will be conducted using hopper dredging rather than mechanical dredging. Material will be placed into the Northern Extension of the Wolf Trap Alternate Placement Site, which has been accepted as a placement area through the NEPA process. Dredging is expected to start the beginning of May and end August 2020 depending on funding availability. USACE also plans on dredging the Cape Henry channel with materials to be placed in the Dam Neck open water placement site.

Poplar Island

Through 2019, 34.7 MCY of dredged material have been placed on Poplar Island, creating 482 acres of habitat. Approximately 2.2 MCY of dredged material is expected to be placed at the site during the current inflow. The final expansion construction contract was awarded in September 2019 and scheduled completion in July 2020. The expanded site will allow placement of dredged material through 2031/32 dredging cycle.

Mid Chesapeake Bay Islands Project

Mr. Tracy stated that in the 1600s, James Island had over 1,300 acres of land which had eroded to approximately 9.4 acres by 2017. Barren Island eroded from 750 acres in the 1600s to approximately 156 acres in 2017.

A total of 2,072 acres will be built west of to the remaining James Island remnants and will include approximately 55% wetlands and 45% upland. On-site facilities and an access channel will be located to the northwest, within the northern upland area where material will be offloaded. There will be an upland dike height of 20 feet. The access channel will be dredged to -40 feet below sea level. The total dredged material capacity of the James Island portion of the Mid-Bay Island projects will be approximately 90-95 MCY with a duration of up to 30 years of placement. Design features would include tidal channels, freshwater ponds, intertidal and vegetative mudflats, and bird nest introductions.

The intent of the Mid-Bay Island project at Barren Island is to reinforce the existing coastal sill structures, expand the north end side and reinforce the wetlands that are in place, and build a breakwater to the south. All structures on Barren Island will be raised to at least 4-feet above mean low water. New sills will be built on the northern and southern portions of Barren Island to provide full protection for the wetlands that are built. At the regulatory coordination meeting, it was established that the area behind and between the remnants of Barren Island is full of submerged aquatic vegetation (SAV) and is a very active area for fisheries. The fisheries agencies have expressed interest in putting up a structure to protect the SAV instead of installing wetlands. USACE is investigating whether the model for Barren Island can support an additional structure. For Barren Island, approximately 72 acres of wetlands will be created, while protecting the existing island. Approximately 0.38 MCY of dredged material will be placed over a duration of seven years, dependent on funding for the shallow draft dredging projects. There will be approximately 4,900 feet of existing sill modifications and the northern sill construction will include 9,700 feet and the southern breakwater will be approximately 1,800 feet.

The environmental benefits from the Mid-Bay Project, include restoration of 2,144 acres of remote island habitat, approximately 1,200 acres of which will be tidal wetlands. Additionally, the existing island remnants and the existing SAV beds at Barren Island will be protected to promote and enhance the avian,

fish, and wildlife habitat. The project meets the long-term capacity needs identified in the Federal Dredged Material Management Plan and allows deep draft shipping channels to the POB to remain open and navigable.

Barren Island will be constructed first. MES, on behalf of MDOT MPA, has started developing the design scopes of work for the project. Information from the surveys and soils will be used by an architecture and engineering firm that USACE will contract in spring 2020 to design Barren Island. The USACE research center in Vicksburg, Mississippi will do the coastal modeling by spring and summer of FY20 to support the design. NEPA updates should be completed by March 2021 and a design document report should also be completed spring 2021. USACE will request general construction funds to be able to begin construction in summer FY22. James Island construction is scheduled to start in 2024. NEPA permits should be complete in Spring 2021. Submittals for general construction appropriations for the FY22 budget are happening February 13 for James Island construction preparations.

Mr. Taylor asked if the 8,000-foot breakwater will be made of stone, if it would be the largest breakwater in the bay, and what safety factors are taken into consideration in its construction. Mr. Tracy replied that the breakwater will be made of stone, that there are breakwaters as large as this one and that safety factors are incorporated into the planning and design process. Any stone structure like this is built above mean high tide level of +6 feet. USACE places navigation markers around it to mark it for safety. The line represented in the model may be segmented based upon the NEPA process, resource agency input and incorporating fish/bird habitat, so it likely will not be a continuous 8,000-foot line.

Mr. Stainman asked what the worst-case scenario would be for sea level rise in the bay for the next 50-75 years. Mr. Tracy replied that he does not have the exact numbers because the studies continuously change, but USACE has a policy that documents all moderate, mid-level, and high-level sea level rise probabilities.

Mr. Coulson asked if the northern sill will protect the inlet north of Hooper's Island from silting. Mr. Tracy replied that its purpose was primarily to protect the wetland portion of Barren Island. Mr. Coulson commented that previously, USACE dredged the channel but ran out of funding and was unable to build a breakwater to prevent it from filling in again, and the channel is now unusable at low tide. Mr. Tracy stated that deep draft channels are a top priority, and based on funding available, USACE will dredge shallow channels. Mr. Blazer added that MDOT MPA would love to see members of the DMMP CAC in Dorchester county on Saturday, March 21, at the Mid-Bay informational meeting.

Ms. Bankey asked for a suggested timeframe to submit an appropriation letter for the Mid-Bay project. Mr. Blazer replied that the appropriate time to submit any letters to congressman or senators is when USACE starts building the FY22 budget. Currently appropriations letters are focused on FY21, but USACE is currently starting to put their appropriations requests in for distribution to Congress in August 2020. Ms. Fidler added that appropriations requests go through a review process in the USACE hierarchy, then to the Office of Management and Budget. She suggested sending request letters to the congressional delegation February 2021. Mr. Coulson commented that the Dorchester County Council will fully support the Mid-Bay project and offered to send a letter of support.

Mr. Taylor asked if MDOT MPA will send more information about the March 21st Mid-Bay meeting. Mr. Blazer replied that he will send out an email to the DMMP CAC when he receives more information. Mr.

Coulson asked if there will be a press release about the meeting. Mr. Blazer replied that there will be advertisements in the local newspapers as well as postcards mailed to residents.

6.0 Committee Administration and Open Discussion *Angie Ashley, Angie Ashley Consulting*

Mr. Pappas stated that on February 5, 2019, the US House of Representatives House voted to pass Congresswoman Elaine Luria's bipartisan Chesapeake Bay Program Reauthorization Act. H.R. 1620 that would fully fund the Environmental Protection Agency's (EPA) Chesapeake Bay Program at a level of \$455 million for bay restoration over the next five years. This would restore funding that has been lacking over the last 10-15 years. The bill has not yet passed in the Senate.

Mr. Lindquist stated that the Baltimore Waterfront Partnership has been working for the last decade on restoring the Baltimore Harbor. They are hosting a summit on Wednesday, May 6, where experts will attend from other cities around the region who have successfully cleaned their waterways and transformed improving waterways into more recreational waterfronts. Ms. Ashley will send a reminder to the committee regarding the Waterfront Partnership hosted summit.

Upcoming 2020 meeting dates:

May 13 - Joint CAC and Harbor Team meeting

August 12 – CAC meeting

September 11 (tentative date) - DMMP committee member field trip (location – TBD)

November 6 - DMMP Annual Meeting