

**DRAFT FINAL**  
**SUMMARY OF THE DREDGED MATERIAL MANAGEMENT PROGRAM**  
**INNOVATIVE REUSE COMMITTEE MEETING**  
**December 1, 2020, 5:30 PM**  
**Video Conference**

***Attendees:***

*Innovative Reuse Committee (IRC) Members:*

*Baltimore County Department of Environmental Protection and Sustainability (EPS):* David Riter

*Cox Creek Citizens Oversight Committee (COC) Liaison:* Gary Gakenheimer

*Northeast Maryland Waste Disposal Authority:* Andrew Kays

*Stancills, Inc.:* Chris Siciliano

*Tradepoint Atlantic:* Pete Haid

*Turner Station Conservation Teams (TSCT):* Larry Bannerman

*IRC Support Staff and Observers:*

*Facilitator:* Steve Pattison

*Advocate of Bear Creek:* Bill Pribyl

*Alliance for the Chesapeake Bay:* Laura Todd

*Anchor QEA:* Walt Dinicola

*EA Engineering, Science & Technology:* Chris Overcash

*Mahan Rykiel Associates (MRA):* Isaac Hametz

*Maryland Department of Transportation (MDOT):* John Denniston

*MDOT Maryland Port Administration (MPA):* Kristen Fidler, Katrina Jones, Kristen Keene, Holly Miller,  
Amanda Peñafiel

*Maryland Environmental Service (MES):* Jeff Halka, Dallas Henson, Benjamin Langer

*Northgate Environmental Management (NGEM):* Darragh Donnelly, Dr. Sam Merrill

*Patapsco/Back River Tributary Team:* Stuart Stainman

*Pennoni:* Steve Donahue

*Rummel, Klepper and Kahl:* Sari Rothrock

*Terracon:* Nancy Straub

*University of Maryland Center for Environmental Science (UMCES):* Elizabeth Price

**Action Items:**

No action items to report.

**Welcome & Introductions**

**Steve Pattison, Facilitator**

Mr. Pattison convened the meeting and introduced the attendees. All meeting files are available electronically at the following link: [December 1, 2020 IRC Meeting](#)

Mr. Pattison requested comments on the August 25, 2020 Innovative Reuse Committee (IRC) meeting summary; no comments were provided. Mr. Pattison requested a motion to approve the August 2020 IRC meeting summary, which was made by Mr. Siciliano and seconded by Mr. Gakenheimer. With this, the August IRC summary was approved.

**Cox Creek Expansion Project**

**Amanda Peñafiel, MDOT MPA**

Ms. Peñafiel provided an update on the Cox Creek Dredged Material Containment Facility (DMCF) expansion project. An aerial of the site was displayed for the Committee to outline the base dike widening,

upland building demolition, innovative reuse material staging area, the Operations & Maintenance (O&M) Complex, the Swan Creek mitigated wetland, and the proposed community enhancement trail through the Cox Creek conservation easement area.

Ms. Peñafiel noted that the Cox Creek expansion project was a recommendation by the Dredged Material Management Program (DMMP) Harbor Team in 2011. The project consists of raising the Cox Creek DMCF existing dike and expanding the dike laterally and vertically around the upland area of the Cox Creek property. The project includes construction of approximately 12,140 linear feet of perimeter dike to +60' mean lower low water (MLLW) elevation. Increasing Cox Creek DMCF capacity is critical to supporting a long-term plan for placement capacity of Baltimore Harbor material and maintaining the 50' channel system, which is necessary for competitive cargo movement and providing thousands of jobs associated with the Port of Baltimore (POB). The +60' MLLW dike raising and expansion will increase the existing DMCF cumulative capacity, currently 6.5 million cubic yards (mcy), by 8.8 mcy for a total cumulative capacity of 15.3 mcy. The +80' MLLW dike raising will provide an additional 6.2 mcy of capacity, increasing the total cumulative capacity to 21.5 mcy.

Ms. Peñafiel stated that several project elements, including the base dike widening, borrow area excavation, upland demolition, and upland remediation support the +60' MLLW dike raising and expansion.

#### Base Dike Widening

The base dike widening project is complete. The base dike widening project began in August 2016 and serves as the foundation for the future +60' MLLW dike raising. The project utilized suitable borrow material excavated from the upland area to widen the existing DMCF dikes to an approximate 200' width and a uniform +36' MLLW elevation. Although the base dike widening portion is complete, ancillary projects included in the overall contract are still underway, including Building 101 remediation in the upland area, spillway pipe grouting, perimeter DMCF road reconstruction, and asphalt and concrete demolition and hauling off-site. Ms. Peñafiel added that while contract completion is currently slated for February 2021, the contractor is ahead of schedule. Ms. Peñafiel shared base dike widening construction images which were taken via drone in late September 2020.

#### Borrow Area

Suitable material excavated from the borrow area was used for the base dike widening and will be used for the +60' MLLW dike raising. Ms. Peñafiel provided an upland aerial image highlighting the borrow area excavation in relation to the sediment basin. As water accumulates in the borrow area, it is pumped into the sediment basin to dewater the borrow area. The Cox Creek DMCF discharge permit was modified to allow water from the sediment basin to be discharged directly to the Patapsco River if the discharge water meets the water quality standards; if the water within the sediment basin does not meet water quality standards, it is discharged to the DMCF.

#### Upland Demolition

The upland demolition contract is complete. Ms. Peñafiel displayed before and after photographs of Building 201 demolition. Some former Kennecott Copper Refinery (Kennecott) infrastructure elements remain and will be removed as a part of the +60' MLLW dike construction contract. The upland demolition contract included remediation and demolition of 26 onsite industrial buildings, during which over 124,000 tons of concrete, steel, and asphalt were recycled. Over 123,000 tons of concrete, stone, and glass debris from onsite stockpiles left by a previous Cox Creek property tenant were tested, found suitable, and used as fill material in a construction project located at the Masonville DMCF.

Ms. Peñafiel explained that Building 201 was built in the 1950s and Kennecott used the 101,000 square-foot structure as a copper casting facility for 30 years before polychlorinated biphenyl (PCB) use was banned. A large portion of the hydraulic equipment operated within the smelting facility utilized PCBs for electric and heat transfer properties. The Maryland Department of Transportation Maryland Port Administration (MDOT MPA) detected PCBs within the building structure and surrounding soil, requiring special decontamination procedures separate from the demolition procedures of the other onsite buildings. MDOT MPA coordinated with the US Environmental Protection Agency (EPA) under an approved Remedial Action Plan to safely remediate and demolish Building 201. Building 201 demolition began in September 2018, with the building superstructure demolished in May 2019 and the building foundation and surrounding contaminated soil removed in April 2020. MDOT MPA subcontractor, EA Engineering, submitted the Building 201 Remediation Closeout Report for EPA acceptance in June 2020. In August 2020, the EPA responded with no questions or concerns and acknowledged the Building 201 Remediation project completion per the approved Remedial Action Plan.

#### +60' MLLW Dike Raising & Expansion

The +60' MLLW dike design was finalized in early 2020 and MDOT MPA continues with regulatory coordination to obtain the necessary project permits. The Joint Permit Application (JPA) was submitted to the Maryland Department of the Environment (MDE) and the US Army Corps of Engineers (USACE) on March 12, 2020. MDOT MPA is still awaiting permit authorization from MDE Dam Safety Division, Nontidal Wetland Division and Plan Review Division for erosion and sediment control (ESC), including approval of the stormwater management plan. Based on known project impacts, the compensatory mitigation for the +60' MLLW dike construction and expansion project will include critical area mitigation and nontidal wetland mitigation. To date, MDOT MPA has received Critical Area Commission (CAC) approval to proceed with the proposed mitigation project for the critical area impacts. Additionally, MDOT MPA received MDE Tidal Wetland Division authorization for the stormwater outfall structures construction.

On May 4, 2020, the +60' MLLW dike construction project was advertised, and bids were accepted through June 29, 2020. The contract award vetting process is underway, and the project is expected to begin in February 2021 with an anticipated completion in February 2024.

Mr. Halka asked if borrow area material will be utilized for the +60' MLLW dike construction. Ms. Peñafiel responded that based on surveys and the estimated quantity of material available, it is anticipated that the +60' MLLW dike will be constructed with material from the borrow area, although a small amount of offsite material may be needed to complete the project.

#### Milestones/Schedule

Ms. Peñafiel presented a graphic to the Committee depicting the Cox Creek DMCF expansion project milestones. The O&M Complex construction was completed in September 2019. The upland soil remediation contract was completed in October 2019. The upland facilities demolition contract was completed in July 2020. The base dike widening contract is expected to continue through February 2021. The +60' MLLW dike construction project permitting process is expected to be completed in January 2021, with construction expected to commence in February 2021 and continue through February 2024.

## **Innovative Reuse/Beneficial Use Program Update**

**Kristen Keene, MDOT MPA**

Ms. Peñafiel noted that the Cox Creek Expansion presentation provided a great segue into the innovative reuse and beneficial use presentation as the Cox Creek DMCF and the innovative reuse program are interconnected. Ms. Keene agreed and added that the Cox Creek site is where dried dredged material is generated and stockpiled for potential end users.

### Responses to the Research and Development Request for Proposals

Ms. Keene reminded the Committee that the purpose of the Innovative Reuse and Beneficial Use of Dredged Material: Research and Development for Dredged Material End Use Applications Request for Proposals (RFP) solicitation is for the research and development of novel reuse applications that can be feasibly applied to Baltimore Harbor dredged material, specifically material reclaimed from the Cox Creek DMCF.

To date, MDOT MPA has received 10 proposals in response to the RFP. Of these 10 proposals, two were rejected, three are being reviewed, three are under contract development, and two were approved by the Board of Public Works (BPW). MDOT MPA has executed contracts with both entities following the BPW approval. Ms. Keene stated that the proposals highlight private sector ingenuity and generally include concepts such as manufactured building products, stormwater management solutions, coastal restoration and resiliency products, and agricultural applications. MDOT MPA is encouraged by the robust and diverse response to the solicitation and added that MDOT MPA expects to award a minimum of six contracts.

Ms. Keene stated that the two entities currently awarded contracts are Belden-Eco Products (BEP) and Northgate Environmental Management (NGEM). The contract awarded to BEP involves industrial-scale testing using Cox Creek dredged sediment for commercial production of ceramic bricks and permeable pavers. The contract awarded to NGEM involves studying the use of Cox Creek dredged sediment for manufacturing concrete traffic barriers for local transportation projects and concrete structures to protect shorelines. Ms. Keene shared that kickoff meetings have been held with both contractors and expressed MDOT MPA's excitement in working with new partners to investigate innovative end uses for dredged sediment.

### 2020 Innovative Reuse and Beneficial Use Strategy

#### *History*

Ms. Keene provided an implementation history of the Innovative Reuse and Beneficial Use (IRBU) Strategy. In 2014, the first IRBU Strategy was approved by the DMMP Executive Committee. In 2015, the Interagency Regulatory Workgroup formed as a collaboration between resource and state and federal government agencies which laid the foundation for a pathway to facilitate reusing dredged material in Maryland. In 2016, MDOT MPA launched the IRBU outreach campaign to inform and educate stakeholders. The outreach campaign helped to create a paradigm shift; dredged material was no longer viewed as a waste, but rather as a valuable resource.

In 2017, MDE published the Innovative Reuse and Beneficial Use of Dredged Material Guidance Document (Guidance Document) and technical screening criteria. The Guidance Document has provided Maryland with a clear regulatory pathway for reusing dredged material in a manner that is safe for human health and the environment. MDOT MPA is grateful for the relationship with MDE as a partner agency to develop this Guidance Document. In 2018, MDOT MPA conducted several innovative reuse demonstration projects. In 2019, the University of Maryland (UMD) completed dredged material blending studies and MDOT MPA advertised the Innovative Reuse and Beneficial Use of Dredged Material RFP. Ms. Keene thanked the IRC,

MDE, and other partners and stakeholders for their support in helping to progress the Innovative Reuse Program since 2014.

### *Capacity Recovery*

MDOT MPA has achieved progress in operational efficiencies with the help of our partner at Maryland Environmental Service (MES). In 2018, MES started reclaiming and dewatering Cox Creek dredged material, using windrows on less than two acres, making the dewatered material available for reuse projects. Ms. Keene displayed a graph depicting the dredged material volume recovered since 2018, which showcased increasing efficiencies in material recovery. Ms. Keene noted that 1 cy of dewatered dredged material is equivalent to 3 cy of recovered DMCF capacity. To date, 32,000 cy of dredged material has been dewatered at Cox Creek, which is equivalent to 96,000 cy of recovered capacity. Ms. Keene thanked MES for their partnership and coordination between various agencies for this significant return on investment. MDOT MPA sees the future potential of innovative reuse and is actively seeking additional land acquisition close to Cox Creek to increase capacity recovery operations.

Mr. Stainman asked if the dredged material used in the Quarantine Road Landfill (QRL) demonstration project was included in the 32,000 cy previously mentioned. Ms. Keene confirmed that 6,000 cy of the total 32,000 cy of dewatered dredged material was used successfully in the QRL demonstration project. Additionally, since the QRL demonstration project conclusion, MDE has approved dredged material for use as landfill alternative daily cover and intermediate cover. Ms. Keene noted that QRL is conveniently located near the Cox Creek DMCF and that the landfill uses approximately 70,000 to 100,000 cy of daily cover annually. Mr. Stainman asked if MDOT MPA are in communications with Baltimore City to continue providing material for QRL. Ms. Keene responded that no formal discussions have been held with Baltimore City as MDOT MPA does not currently generate large sustainable volumes of dredged material annually. After the potential Tronox property acquisition adjacent to Cox Creek DMCF and once operations are able to generate greater dried dredged material volumes at a faster and more sustainable pace, MDOT MPA would consider partnering with QRL to meet both capacity recovery and landfill needs.

### *2020 IRBU Strategy*

Ms. Keene thanked the IRC members for their support in helping to craft the 2020 IRBU Strategy. The overarching 2020 IRBU Strategy goal is to develop long-term, sustainable IRBU programs and projects to address capacity recovery, an implemented component of the Maryland DMMP, to promote the long-term viability of the POB. The 2020 IRBU Strategy includes four primary components. The first component involves investigating potential policy/regulatory updates and will focus on interagency coordination to continue updating dredged material reuse guidelines and specifications. Examples include updating the MDE Guidance Document based on new end uses or coordinating with MDOT State Highway Administration (SHA) to identify potential updates to material specifications. The second component involves developing technical strategy items with a focus on advancing the beneficial use of dredged material to address coastal resiliency needs. Ms. Keene added that an emphasis on coastal resiliency is threaded throughout every state and federal agency. MDOT MPA hopes to beneficially utilize dredged material as a resource to help address Maryland's coastal resiliency needs. The third component involves education and stakeholder engagement with a focus on dredged material end users. The final component involves program implementation and will focus on improving operational efficiencies and pursuing new partnerships.

Ms. Keene informed the Committee that the DMMP Executive Committee approved the 2020 IRBU Strategy and the next step is to develop an implementation workplan and begin executing the 2020 strategy items to advance the innovative reuse program.

### 2021 Innovative Reuse Committee Workshop Series

Ms. Keene stated that 2020 IRBU Strategy implementation will require assistance from the Committee. To organize this process, MDOT MPA is partnering with Rummel, Klepper and Kahl (RK&K) to design and implement a 2021 workshop series for the Committee. The workshop series will cover topics based on previous Committee discussions such as marketing and promotion of dredged material, innovative reuse technology tools to streamline the use of dredged material, and coastal resiliency. Ms. Keene asked that the Committee provide ideas for the workshop to create an engaging, fun, and interactive series that benefits Committee members and advances the innovative reuse program. The first IRC workshop will be held on February 16, 2021 and additional information will be provided prior to the first workshop to prepare the Committee for new engaging virtual tools that will be used to garner invaluable Committee feedback.

### **Fleming Park Project**

**Isaac Hametz, MRA  
Larry Bannerman, TSCT**

Mr. Hametz provided a Fleming Park project overview. Several project elements are advancing concurrently, including county and regulatory coordination, community outreach and engagement, pre-design investigation, and project design. Mahan Rykiel Associates (MRA) is coordinating with Anchor QEA to advance and complete the pre-design investigation fieldwork including the in-water, bathymetric, shallow-water topographic, and debris pile surveys. The wetland delineation, submerged aquatic vegetation (SAV) survey, and rare, threatened and endangered species habitat evaluation have been completed. The surveys and fieldwork results will be included in the final pre-design investigation report, which will help establish technical foundations for advancing the conceptual design towards a JPA at 30% project design completion. The design will be advanced with partners from Baltimore County, Chesapeake Bay Foundation (CBF), and the Turner Station community.

Mr. Bannerman discussed the youth photo contest developed and implemented as a remote digital engagement strategy. Mr. Bannerman stated that the Fleming Park youth photo contest ran into problems related to COVID-19 and online connectivity; however, Mr. Bannerman expressed thanks to MRA for assisting with the development of handouts and information shared with youth in person and on Instagram. The contest had several winners and Mr. Bannerman thanked Ms. Crystal Capel, a youth leader for the TSCT, for doing a great job. The lessons learned from this event will be used to help direct and improve future outreach events.

### **Harbor Development Update**

**Kristen Fidler, MDOT MPA**

Ms. Fidler stated that innovative reuse is threaded throughout the Harbor Development update and added that the Committee's role in advising MDOT MPA is important for the overall DMMP mission and plans for long-term dredged material management strategies.

### MDOT MPA Update

Ms. Fidler notified the Committee of the new Executive Director of MDOT MPA, Mr. Bill Doyle. Mr. Doyle served as a member of the Federal Maritime Commission, and was most recently the Executive Director of Dredging Contractors of America Association. Mr. Doyle's background provides him with an understanding of the importance of dredging and the value of opportunities for dredged material reuse.

### State of the Port

Ms. Fidler stated that, despite the economic downturn due to the COVID-19 pandemic and changes to community outreach and engagement, MDOT MPA has remained focused on their mission. Ms. Fidler

shared the phrase, “these are the days of surprise and compromise” with the Committee which relates to how MDOT MPA has pivoted and adjusted throughout the pandemic.

### DMMP Update

The MDOT MPA Harbor Development Dredged Material Management Program is responsible for maintaining over 130 miles of shipping channels that require dredging. These channels are being maintained by utilizing various sediment management options, each in various phases of development, construction, and implementation. MDOT MPA’s mission is to maintain the 50’ channel system serving the POB. To meet this mission, MDOT MPA will continue to maintain a rolling 20-year capacity plan for dredged material management, a commitment to environmental stewardship, and a dedication to strong stakeholder engagement.

Ms. Fidler provided an image of the shipping channels and the long-range capacity plan matrix to the Committee. The long-range capacity planning estimates for Baltimore Harbor channels include approximately 1.26 mcy in annual average dredging demand, a 20-year dredging demand of 25.2 mcy, and approximately 26.4 mcy of available/planned placement capacity, which includes the Masonville and Cox Creek DMCF expansions. The 20-year placement capacity surplus for Harbor channels is approximately 1.2 mcy. Ms. Fidler commented that 1.2 mcy is not a significant buffer and reiterated the importance of the IRC, the Innovative Reuse program, and projects like confined aquatic disposal (CAD) to increase the buffer and relieve pressure from the DMCFs.

### *Cox Creek & Masonville DMCFs*

Ms. Fidler stated that MDOT MPA was in the process of expanding the Masonville DMCF vertically and the Cox Creek DMCF laterally and vertically when the COVID-19 pandemic began. Given the severe budget restraints across the state and the economic impacts translating to reductions in the Transportation Trust Fund, the source of MDOT MPA funds, the Masonville DMCF dike raising is currently halted. Even with the pause in the Masonville DMCF expansion, MDOT MPA is confident that between the Cox Creek DMCF expansion and the current Masonville DMCF, the required capacity to accommodate planned dredged material placement through fiscal year (FY) 27 can be met. This includes USACE dredging projects and established private dredging projects, such as Tradepoint Atlantic dredging, Seagirt Berth 3 dredging, and Seagirt Loop Deepening dredging project. MDOT MPA’s goal is to restore funding for the Masonville DMCF expansion project as soon as possible. Ms. Fidler remarked that the fact that MDOT MPA was able to take a large budget cut and not have to defray or deflect any planned inflow events is a real testament to the strategic planning, versatility, and resilience embedded in the DMMP. The IRC and the Innovative Reuse program efforts to generate capacity remains important to the overarching mission for long-term sustainable placement capacity.

### *Confined Aquatic Disposal (CAD)*

CAD is a versatile future solution for small-scale on-demand dredged material placement needs to accommodate POB growth. The first CAD Pilot Cell was established in 2018 adjacent to the Masonville DMCF in an active berth. The CAD Pilot Cell was deemed a success by the USACE, MDE, and CBF. MDOT MPA has been studying and modeling additional potential pilot CAD cell locations. Ms. Fidler added that while the first CAD Cell was successful, additional cells are needed to further study the process and develop CAD as a viable tool for capacity recovery. A list of potential cell locations is expected to be completed in early 2021, after which coordination with the USACE will commence to secure funding, create a schedule, and plan locations for future pilot CAD cells.

### *Seagirt Berth 3 Improvements*

MDOT was able to preserve funding for the Seagirt Berth 3 deepening project, which will create a second 50' berth for the POB and Ports America Chesapeake. The dredging contract for the deepening is expected to be awarded imminently, with dredging scheduled to begin in winter 2020 and be completed in spring 2021. New cranes to support the 50' berth are expected to arrive in May 2021. Ms. Fidler added that the 50' berths can accommodate post-Panamax container vessels. In addition to the 50' deepening, the Seagirt Berth 3 approach channel and turning basin will be widened to allow safe entrance and exit of the berth.

### *Seagirt West Loop Feasibility Study*

MDOT MPA coordinated with the USACE to investigate the economics and justification for deepening the remainder of the Seagirt West Access Channel. The USACE was awarded \$1.5 million in 2019 to commence a three-year feasibility study that is a 50/50 cost share with MDOT MPA as the non-federal sponsor. Funding for the study was preserved and began in October 2020. Ms. Fidler added that MDOT MPA has incorporated dredging plans for the west access channel into the long-range capacity estimate. If the feasibility study provides justification that the project is in the federal interest to authorize and appropriate funds, then dredging is estimated to begin no earlier than 2023.

### *Poplar Island*

The Poplar Island expansion construction is nearly complete. The expansion consists of an additional 28 mcy of dredged material placement capacity, 500 acres of wetland and upland habitat, and an open water embayment. The expansion will be ready to receive material during the USACE's upcoming dredging cycle. Dredged material placement is expected to occur through 2030 and begin to slow as the site reaches maximum capacity in the 2032 dredging cycle. Ms. Fidler noted that the 2 mcy of Bay channel material dredged annually after 2030 is not expected to be fully accommodated by Poplar Island, which emphasizes the imperative nature of the Mid-Chesapeake Bay Island Ecosystem Restoration (Mid-Bay) project.

### *Mid Chesapeake Bay Island Ecosystem Restoration Project (Mid-Bay)*

The Mid-Bay project design for James and Barren Islands are in the pre-construction engineering and design phase. Barren Island construction is slated to occur first and will consist of 72 acres of wetland and SAV restoration and protection. The Barren Island footprint and perimeter is expected to be constructed in 2022 and MDOT MPA is coordinating closely with federal partners to obtain federal construction funding in federal FY 2022. The project risks federal deauthorization if no construction funding has been allocated by June 2024. MDOT MPA is hopeful that the project will remain on schedule, cost effective, and cost efficient to avoid the risk of deauthorization. Ms. Fidler stated that the James Island portion consists of 2,072 acres of remote island habitat, 55% wetlands and 45% uplands, with footprint construction expected to begin in 2024. James Island will provide over 90 mcy of dredged material placement capacity over 30 years and is larger than the Poplar Island restoration and expansion combined. The Mid-Bay project is a 65/35 cost share between the USACE and MDOT MPA. MDOT MPA is working internally with leadership and with MDOT to ensure MDOT MPA has funding available for FY25/26.

On December 1, 2020, MDOT MPA, and the Senator and State Delegates from Dorchester County conducted a conference call. From this call, MDOT MPA learned that the delegates have been working on the Mid-Bay project for over 25 years and are grateful that the project is moving forward. Ms. Fidler stated that the Mid-Bay project is another showcase for how Maryland manages dredged material.



### *Virginia Bay Channel Material*

Part of the Chesapeake Bay channel system that serves the POB is located in Virginia waters, where open water placement is permitted. MDOT MPA has historically placed dredged material from the York Spit channel in the open water site known as the Wolf Trap Alternate Placement site. MDOT MPA is actively working with the USACE and the Virginia Marine Resources Commission (VMRC) to address the Commonwealth's concerns related to open water placement and potential impacts to overwintering female crabs located in the Wolf Trap Alternate Placement site. Ms. Fidler stated that MDOT MPA has developed a Virginia Bay Enhancement Working Group (BEWG), which will meet regularly for six to nine months to investigate potential alternative solutions to open water placement, such as beneficial use. The group will gather practitioners, regulators, environmentalists, and watermen to evaluate economically feasible opportunities.

### *Hart-Miller Island*

MDOT MPA is continuing to work closely with partners at the Department of Natural Resources (DNR) towards a final cost-effective site design for the 800-acre North Cell at Hart-Miller Island (HMI) that will promote and facilitate diverse wildlife habitat development and an engaging park visitor experience. The Design with Dredge pilot project, which was slated to occur at HMI in 2020, has been put on hold due to budget cuts. Ms. Fidler stated that there was tremendous research, design, and constructive and informative dialogue leading up to the COVID-19 pandemic and the project will continue if funding becomes available.

### *Stakeholder Engagement & Community Outreach*

The act of connecting with others is important, especially during the COVID-19 pandemic. The DMMP stakeholder engagement and community outreach piece has always been a strong point and relies on first-hand visual experiences at Poplar, Masonville, Cox Creek, and HMI. Due to the COVID-19 pandemic, MDOT MPA has had to quickly pivot to identify new ways to continue and maintain connections and partnerships. New tools have been developed to continue to attract, recruit, and connect with new partners. The [GreenPort newsletter](#) and MDOT MPA's various social media accounts, such as [@portofbalt](#) and [Captain Trash Wheel](#), are a great way to stay informed about the POB's activities and upcoming opportunities. Ms. Fidler informed the Committee of the new DMMP microsite, located at [Maryland-DMMP.com](#), which includes videos related to each placement site. The microsite will host MDOT MPA's 2021 Spotlight webinar series, including the first webinar in February discussing climate change and resiliency and the second webinar in March discussing the Mid-Bay project. MDOT MPA plans to harness new web functionalities and provide convenient communications. The [2020 DMMP Annual Report](#) was approved by the Executive Committee in November 2020 and is also located on the microsite. Ms. Fidler encouraged the Committee to read the annual report and associated 2021 recommendations.

### **Upcoming Meetings/Events**

2021 IRC Workshop Series: February 16, May 25, August 24, and November 23.

*Meeting adjourned at 6:45pm*