

**SUMMARY OF THE DREDGED MATERIAL MANAGEMENT PROGRAM
EXECUTIVE COMMITTEE MEETING
November 13, 2020, 9:00 AM
Virtual Meeting**

Members Attending:

Chesapeake Bay Foundation (CBF): Alison Prost, Doug Myers
DMMP Citizens' Advisory Committee (CAC) Liaison: Adam Lindquist
Maryland Department of the Environment (MDE): Ben Grumbles, Horacio Tablada
Maryland Department of Natural Resources (DNR): Jeannie Haddaway-Riccio
Maryland Department of Transportation (MDOT): Gregory Slater
Maryland Environmental Service (MES): Dr. Charles Glass
Maryland Pilots Association: Captain Eric Nielson
US Army Corps of Engineers, Baltimore District (USACE): Colonel John Litz
US Army Corps of Engineers, North Atlantic Division: Karen Baker, George Nieves
US Army Corps of Engineers, Philadelphia District: Lieutenant Colonel David Park
University of Maryland Center for Environmental Science (UMCES): Dr. Peter Goodwin

Others Attending:

Angie Ashley Consulting: Angie Ashley
Baltimore Port Alliance: Rupert Denney
EcoLogix Group: Steve Pattison
Maryland Department of the Environment: Matt Rowe
Maryland Department of Natural Resources: Bruce Michael
Maryland Department of Transportation The Secretary's Office (MDOT TSO): Sandy Hertz, Dorothy Morrison
Maryland Department of Transportation Maryland Port Administration (MDOT MPA): Dave Blazer, William Doyle, Kristen Fidler, Jennifer Guthrie, Kristen Keene, Holly Miller
Maryland Environmental Service: Tammy Banta, Jeff Halka, Jay Sullivan
US Army Corps of Engineers, Baltimore District: Kevin Brennan, Graham McAllister, Doug Stamper
US Army Corps of Engineers, Philadelphia District: Mike Hart, Tim Kelly, Michael Landis
University of Maryland Center for Environmental Science: Dave Nemazie

Statements for the Record:

1. This will be the final Dredged Material Management Program (DMMP) Executive Committee meeting for Alison Prost. She has been promoted to be the Chesapeake Bay Foundation's (CBF) Vice President of Environmental Protection and Restoration. CBF is in the process of hiring a new Maryland Executive Director, who will attend future DMMP Executive Committee meetings on behalf of CBF.

1.0 Welcome and Introductions

Secretary Gregory Slater, MDOT

Sec. Slater convened the November 13, 2020 DMMP Executive Committee meeting. Sec. Slater stated that Maryland Department of Transportation (MDOT) recognizes and appreciates the Executive Committee members' continued commitment and their feedback and support to the DMMP. The Executive Committee's participation and dedication ensure that the Port of Baltimore (POB) will continue to remain operational, productive, and competitive. During these difficult times, the POB remains open for business, and transportation and cargo movement remain essential. Ports and all supply chain partners play a significant role in moving goods such as food, medicine, medical supplies, and

general consumables. Throughout the COVID-19 pandemic, MDOT has prioritized the health and safety of the people who help the POB continue to operate. DMMP coordination and collaboration are needed more than ever as the Executive Committee makes decisions regarding long-term sustainable solutions regarding dredged material management.

Sec. Slater asked for a motion to approve the draft meeting summary of the December 5, 2019 Executive Committee meeting. Members motioned to accept the December 5, 2019 meeting summary, the Committee agreed, and the summary was accepted.

2.0 State of the Port

William Doyle, MDOT MPA

Mr. Doyle welcomed the Executive Committee members. Mr. Doyle stated that dredging is the most important thing that the POB can do to maintain the flow of cargo, and the DMMP facility operations and construction projects are all crucial to the MDOT Maryland Port Administration (MPA) mission. The POB is the e-commerce port of the east coast, and all state-owned terminals remain open for business, except for the cruise terminal. The Center for Disease Control (CDC) banned cruises through October 2020, and a phased opening approach has begun in Port Canaveral and Miami, Florida. The private sector cruise industry has indicated they would not start cruises before December 31, 2020. POB partners, Carnival Cruise Lines and Royal Caribbean Cruise Lines have expressed that consumer interest and bookings for cruises remain high for fiscal year 2021 (FY21).

Mr. Doyle stated that MDOT MPA container imports increased by 10.62% from October 2019 to October 2020. In October 2020, the Seagirt Marine Terminal set a new terminal record for the largest number of container imports and exports. Automobiles transported by POB in September and October 2020 were higher than automobiles transported in September and October 2019.

The MDOT MPA environmental program received the International Organization for Standardization 14001 (ISO-14001) certification, the top national standard for environmental management. MDOT MPA's diesel equipment upgrade program continues to replace older diesel-powered engines with new fuel-efficient engines. In July 2020, Volkswagen started to export automobiles at Tradepoint Atlantic. With the addition of Volkswagen, there will be an estimated additional 120,000 vehicles exported from the POB annually.

Mr. Doyle stated that Transportation Trust Fund reductions due to the COVID-19 pandemic have resulted in a few deferred MDOT MPA projects, including the Masonville Dredged Material Containment Facility (DMCF) expansion. In collaboration with MDOT, funding for key projects, such as the Howard Street Tunnel Expansion Project and the Cox Creek DMCF expansion, has been preserved. MDOT MPA has also maintained their funding share to deepen a second 50' berth at Seagirt Marine Terminal in partnership with Ports America Chesapeake (PAC). It is expected that the next set of super post-Panamax cranes, purchased by PAC for \$55 million, will arrive in mid-2021. PAC is also contributing an additional \$50 million for the Seagirt Marine Terminal Berth 3 reconstruction. PAC will spend a minimum of \$105 million in expansion efforts over the next six months.

Mr. Doyle stated that MDOT MPA continues to take steps to make Innovative Reuse and Beneficial Use (IRBU) a viable tool. The Mid-Chesapeake Bay Island Ecosystem Restoration Project (Mid-Bay) final engineering and design remains on track. Construction of the 575-acre Poplar Island expansion is nearing completion and will be ready to receive inflow in the next dredging cycle. The Poplar Island expansion will provide critical remote island habitat in the Chesapeake Bay with an additional 28 million cubic yards (MCY) of dredged material placement capacity, which is vital to keep the shipping channels open.

All of these encouraging accomplishments represent substantial DMMP progress, especially during a year of unprecedented challenges and uncertainty. Mr. Doyle stated that he looks forward to working with the DMMP Executive Committee to ensure that the POB remains not only successful, but versatile and resilient.

3.0 Innovative Reuse and Beneficial Use **IR Request for Proposals**

Kristen Keene, MDOT MPA

Ms. Keene stated that the Innovative Reuse request for proposals (RFP) was advertised on e-Maryland Marketplace Advantage in November 2019 and will support research and development for novel dredged material end-use applications for Baltimore Harbor sediment. MDOT MPA intends to award a minimum of six contracts under the RFP, each not to exceed \$300,000. The maximum volume of dredged material allocated under the RFP is 5,000 cubic yards (CY) per proposal. This solicitation will allow MDOT MPA an opportunity to understand better the potential for cost-effective capacity recovery of significant dredged material volumes within the Cox Creek DMCF to support MDOT MPA's long-term strategic planning for dredged material management.

Ms. Keene stated that MDOT MPA had received 10 responses to the RFP to date. Of these 10 proposals, two have been rejected, three are being reviewed, four are under contract development, and one proposal obtained Board of Public Works (BPW) approval and was subsequently awarded a contract. Contract award was provided to Belden Eco-Products to convert dredged material into ceramic bricks and permeable pavers. There will be another contract going to the BPW for consideration on November 18, 2020. The proposals include end-uses such as manufactured building projects, stormwater management solutions, coastal resiliency and restoration products, and agricultural applications. MDOT MPA is encouraged by the robust and diverse RFP responses from the private sector.

Ms. Keene discussed the benefits of the Innovative Reuse RFP. The RFP spurs research and development to expand the portfolio of Harbor dredged material end-use options. Second, it creates a foundation for potential public-private partnership opportunities on the Tronox property through meaningful engagement with the private sector. Additionally, the RFP aids in future capacity recovery projections from Harbor DMCFs. IRBU is an emerging tool that has the potential to expand the POB's dredged material management capabilities. The RFP also furthers the State of Maryland's position as a national leader in IRBU and contributes to Governor Hogan's Waste Reduction and Resource Recovery Executive Order, which specifically calls out dredged material reuse. Lastly, the IRBU Program is closely integrated with Maryland Department of the Environment's (MDE) regulatory policies, which serve as a model for other states.

2020 IRBU Strategy Approval

Ms. Keene stated that the DMMP Executive Committee previously approved the IRBU Strategy in 2014 and discussed MDOT MPA's implementation of the 2014 IRBU Strategy over the years and the need for a new 2020 IRBU Strategy. Following the 2014 IRBU Strategy, MDOT MPA accomplished several goals. In 2015, the Interagency Regulatory Workgroup formed as a collaboration between state and federal agencies and laid the foundation for a regulatory pathway in Maryland to facilitate IRBU of dredged material. In 2016, MDOT MPA launched the IRBU outreach campaign to inform and educate stakeholders. The outreach campaign resulted in a paradigm shift that repositioned dredged material from a spoil to a valued resource, which has become evident in local projects, such as the Baltimore City Middle Branch Revitalization project that intends to use up to 1 MCY of dredged material.

In 2017, MDE published the Innovative Reuse and Beneficial Use of Dredged Material Guidance Document (Guidance document) and technical screening criteria. The Guidance document provides regulatory guidance to appraise dredged material's suitability from the perspective of human health and the environment. Using the Guidance document, MDOT MPA can confidently define the feasibility and success of different dredged material applications. Several IRBU demonstration projects were implemented in 2018 through use of the Guidance document.

In 2019, the University of Maryland completed dredged material blending studies to achieve target MDOT State Highway Administration (SHA) specifications. MDOT MPA also advertised the Innovative Reuse RFP in 2019. Additionally, MDOT MPA began reclaiming material from the Cox Creek DMCF, and in two years has doubled the amount of dredged material that can be dewatered annually. In total, MDOT MPA has dewatered 32,000 CY of dredged material, which is equivalent to approximately 96,000 CY of recovered capacity.

Ms. Keene stated that the goal of the 2020 IRBU Strategy is to develop long-term, sustainable IRBU programs and projects to address capacity recovery an implemented component of the DMMP in Maryland to promote the long-term POB viability. The 2020 IRBU Strategy is broken down into four main components:

- Policy/Regulatory: MDOT MPA will continue interagency coordination to update dredged material reuse guidelines and specifications. There may be an opportunity for the IRBU program to work with other MDOT Transportation Business Units.
- Technical: MDOT MPA will continue advancing the beneficial use of dredged material to address coastal resiliency needs.
- Education and Stakeholder Engagement: MDOT MPA will focus on educating and engaging dredged material end users.
- Program Implementation: MDOT MPA will improve operational efficiencies and pursue new partnerships.

Sec. Slater thanked Ms. Keene for the presentation and stated that the first BPW approved contract and the one on its way to BPW for approval, represent the significant breadth of potential uses for dredged material innovative reuse. Sec. Slater asked committee members for comments or questions regarding the updated 2020 IRBU Strategy Document. Mr. Tablada congratulated Ms. Keene on the updated strategy and expressed that MDE is very excited about how far IRBU has progressed. Mr. Tablada looks forward to the establishment of regulatory plans and a commercial market for IRBU material.

Sec. Grumbles stated that he was impressed by the leadership of the POB, MDOT MPA, DNR, and the scientific and environmental communities in the progress achieved. Sec. Grumbles stated that the IRBU of dredged material is the future. By efficiently using dredged material in innovative ways, MDOT MPA can protect public health and the environment. Sec. Grumbles stated that he looks forward to the lessons that will be learned from Baltimore Harbor Channel dredged material innovative reuse and applied to other areas that could benefit in Maryland. Mr. Doyle expressed that Maryland has set the world standard for IRBU with Poplar Island as a model of success. Ms. Fidler stated that the IRBU program successes have been possible due to MDOT MPA partners' assistance.

Sec. Slater requested a motion to approve the 2020 IRBU Strategy. The 2020 IRBU Strategy was approved unanimously.

3.0 Comments from the Citizens Advisory Committee

Adam Lindquist, CAC

Mr. Lindquist stated that MDOT MPA adapted quickly to the COVID-19 pandemic and has remained committed to stakeholder engagement. MDOT MPA transitioned to virtual Citizens Advisory Committee (CAC) Meetings, which has resulted in higher participation. MDOT MPA's mission-critical work and major infrastructure projects will continue to need stakeholder support, especially as competition for federal and state resources will likely increase in the post-COVID-19 world. In seeking public support and funding for these projects, the CAC is ready to assist as necessary.

Mr. Lindquist stated that he fully supports the 2020 DMMP Annual Report as Chair of the CAC and supports the intentional diversity, equity, and inclusion language used to engage stakeholders and reflect the diversity of the communities adjacent to the POB. MDOT MPA's continued commitments to address climate change, environmental justice, and an equitable stakeholder process are encouraging.

4.0 Comments from DMMP Management Committee

Dr. Peter Goodwin, UMCES

Dr. Goodwin stated that the DMMP [microsite](#) is an excellent resource for information about the DMMP. The public can access the site to learn more about DMMP activities and download the [2020 DMMP Annual Report](#).

The 2020 DMMP Annual Report includes details related to funding and policy, planning and operations, outreach and education, and a comprehensive list of 2021 recommendations from the DMMP Management Committee. The report captures the importance of maintaining POB operations and highlights how the DMMP contributes to other state priorities. Dr. Goodwin stated that two years ago, the DMMP Executive Committee requested that the Annual Report explicitly address climate change, which is reflected throughout the 2020 report. The report also recognizes that the DMMP has a significant impact on protecting vulnerable communities, sustaining coastal wetlands, providing innovations in coastal resilience, strategically creating green spaces, and implementing the innovative use of dredged material. Dr. Goodwin highlighted the DMMP commitment to science, which empowers planning, implementation, and performance assessment throughout the program's projects.

The 2020 DMMP Annual Report includes risk factors faced by the POB, including the effects of climate, policy, and funding. The Mid-Bay project represents a remarkable opportunity for Maryland, and the combined experiences across several agencies with blue carbon, living shorelines, and habitat development contribute to this project. The United States Army Corps of Engineers (USACE) manual *Engineering with Nature: An Atlas* represents a remarkable level of expertise and has been used worldwide. There is the opportunity to build on the successes of Poplar Island and represent a global model for island ecosystem restoration and the IRBU of dredged material.

Dr. Goodwin stated that the Alliance for the Chesapeake Bay has acknowledged MDOT MPA's high level of community engagement by awarding MDOT MPA's Kristen Fidler and Katrina Jones the [2020 Watershed Champion Award](#) for stakeholder engagement.

2020 DMMP Annual Report Approval

Sec. Slater opened the discussion to comments and questions from Executive Committee members. Sec. Slater requested a motion to approve the 2020 DMMP Annual Report. The 2020 DMMP Annual Report was approved unanimously. Sec. Slater thanked Dr. Goodwin, the MDOT MPA staff, committee members, and partners for their efforts to update the 2020 DMMP Annual Report.

5.0 Philadelphia District Corps of Engineers Report

Lieutenant Colonel David Park, Philadelphia District

Chesapeake & Delaware (C&D) Canal

Lieutenant Colonel (LTC) Park stated that the dredging contract for the C&D Canal was awarded to the Great Lakes Dredge and Dock Company in July 2020 and will include 365,500 CY of dredged material to be placed at the Pearce Creek DMCF. Dredging is expected to commence on November 19, 2020 with anticipated completion on December 7, 2020.

Pearce Creek DMCF Update

LTC Park stated that USACE continues to comply with the Water Quality Certification (WQC) issued by MDE, which will expire on March 30, 2021. CENAP continues to conduct groundwater monitoring as prescribed in the WQC and the annual groundwater monitoring report for 2020 will be ready for MDE by February 2021. USACE continues to update the surrounding Pearce Creek DMCF communities during the Pearce Creek Implementation Committee meetings.

6.0 Baltimore District Corps of Engineers Report

Colonel John Litz, Baltimore District

Dredging

Col. Litz stated that the Federal Fiscal Year 2021 (FFY21) budget includes approximately \$20 million for Baltimore Harbor Channels and approximately \$14.5 million for Poplar Island, similar to FFY20. This year's key efforts are the dredging contracts to Cape Henry in the Virginia Channels and the Maryland Approach Channels. The COVID-19 pandemic has been challenging for the navigation team and the industry partners because dredging crews are in close quarters for extended periods. There have been several situations where entire crews have had to quarantine and pause dredging activities.

In 2020, the USACE Baltimore District completed the Baltimore Harbor and Channels dredging of approximately 5.5 MCY, significantly more than historical averages. Approximately 2.5 MCY was dredged from the York Spit in Virginia and was placed in the Wolf Trap Alternate Placement Site (WTAPS) Northern Extension. USACE Baltimore District will award a contract in December 2020 to dredge approximately 1.3 MCY from the Cape Henry Channel in Virginia.

Masonville Tipping Fee Study

In early 2020, the MPA and the Corps were able to successfully develop and execute a Tipping Fee Agreement for Corps inflow into the MPA-owned Masonville Dredged Material Containment Facility.

Poplar Island Expansion

The Poplar Island lateral expansion contract is scheduled for completion in December 2020. The lateral expansion structures contract is scheduled for completion in January 2021, which will allow for inflow in the upcoming dredging cycle. The expansion construction work will allow for dredged material placement through 2032.

Mid-Bay

USACE Baltimore District received over \$5 million in funding to move forward with the pre-construction, engineering, and design phases of Barren and James Islands. The Design Agreement between USACE and MDOT MPA was executed in April 2020. Topographic and soil sampling surveys are nearing completion and have been conducted by MDOT MPA as work-in-kind. USACE is proceeding with the Barren Island design in-house, which will take approximately 27 months with anticipated construction starting in 2022. The James Island design is expected to take about 47 months,

with anticipated construction beginning in 2024.

Virginia Dredged Material Management Plan Update

The Virginia Dredged Material Management Plan Preliminary Assessment was completed in March 2020. The Wolf Trap Alternate Placement Site (WTAPS) continues to be the federal standard placement site for USACE. However, there have been concerns raised by Virginia Marine Resources Commission (VMRC) regarding the ecological impact of open water placement on overwintering female crabs and the Commonwealth has indicated they will not allow continued placement in WTAPS. Ms. Fidler stated that a meeting would be held on December 10 between Commissioner Bowman (VMRC), Col. Litz, and MPA to discuss the progress of the Virginia Bay Enhancement Work Group. Col. Litz stated that it may be a challenge to find an IRBU application for Virginia channel material based on the location and distance of the channels.

Seagirt Loop Deepening Study

USACE has received FFY20 Workplan funds for the deepening study. A feasibility cost-share agreement was executed between USACE and MDOT MPA in September 2020. The project management plan is expected to be complete in January 2021.

7.0 Harbor Development

Kristen Fidler, MDOT MPA

Ms. Fidler stated that despite the current funding constraints, the DMMP continues to deliver on their mission to maintain the 50' channel in the Baltimore Harbor Approach Channels, to have a 20-year capacity plan, and to ensure their commitments to environmental stewardship and transparent and robust stakeholder engagement. The channel system serving the POB consists of over 130 miles of channels with approximately 4.8 MCY of material that has to be dredged annually. The 20-year plan will accommodate Harbor channel dredging using Masonville and Cox Creek DMCFs, with only 1.2 MCY of surplus material. The Maryland approach channels have 40 years of planned capacity due to the Mid-Bay project.

Harbor Placement Sites & Capacity

Both the Cox Creek and Masonville DMCF expansions will be necessary to accommodate long-term Harbor channel material placement. The Cox Creek DMCF base dike widening is nearing completion, and the +60' mean lower low water (MLLW) vertical expansion is anticipated to begin in February 2021.

The Masonville DMCF vertical expansion to +18' MLLW was completed in April 2020. The next phase is currently on hold due to a severe funding reduction from to the COVID-19 pandemic. However, even with this schedule delay, MDOT MPA will be able to accommodate all anticipated USACE maintenance projects, as well as private sector maintenance dredging projects that were planned through FY27 within Baltimore Harbor channels.

Seagirt Berth 3

Ms. Fidler stated that MDOT MPA is deepening a second berth at Seagirt Marine Terminal Berth 3 to 50' to be able to accommodate two ultra-large container vessels simultaneously. The project consists of approximately 481,000 CY of dredging, which was advertised on July 31, 2020. Since 81,000 CY of the project will be maintenance dredging, MDOT MPA will work with the USACE to utilize Energy Transfer Port (ETP) funds for that portion of the work. The material will be placed at Masonville DMCF, is anticipated to begin in December 2020, and completed in April 2021 in time for the super post-Panamax Panamax cranes to be delivered by PAC, tentatively scheduled for May 2021.

Seagirt Loop Deepening Study

The USACE has received \$1.5 million to conduct the Seagirt Loop deepening feasibility study, which is expected to include the dredging of approximately 1.5 MCY of material. This project is a 50:50 cost-share between MDOT MPA and USACE. As a non-federal sponsor, MDOT MPA is contributing \$1.5 million. The study is anticipated to be complete in 2023, and should the Study result in a positive finding, with subsequent authorization and appropriations needed to advance the effort, dredging could be expected to occur in 2025 with inflow to the expanded Cox Creek DMCF.

Poplar Island Ecosystem Restoration Project

Ms. Fidler stated that the 525-acre Poplar Island expansion is nearing completion and will provide an additional 28 MCY of capacity. The expansion will be ready to receive inflow in the next dredging cycle and provide capacity through 2032.

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

The Mid-Bay project consists of Barren and James Islands and will provide 90-95 MCY of capacity for the POB. The Barren Island component of the project is in the final design phase. The cost-share agreement between USACE and MDOT MPA is 65:35.

Virginia Bay Channel Material

MDOT MPA is actively working with USACE and VMRC to address Virginia's concerns related to impacts on overwintering female crabs from open water material placement in the WTAPS. VMRC, MDOT MPA, and USACE are in the process of identifying alternative placement sites and updating the 1981 agreement between the MDOT Secretary and the Virginia Commerce Secretary. MDOT MPA has committed to fully exploring and evaluating any possible resolutions to the concerns raised by VMRC while considering logistics, funding capabilities, congressional authorization, and other guiding factors for possible next steps.

Hart-Miller Island

MDOT MPA is finalizing the HMI North Cell design, intending to create an engaging visitor experience and generate successful and diverse wildlife habitat. The Memorandum of Understanding (MOU) between MDOT MPA and the Maryland Department of Natural Resources (DNR) will be updated to define roles and responsibilities.

11.0 Round Table Discussion

Secretary Jeannie Haddaway-Riccio, DNR

Sec. Haddaway-Riccio requested critical concerns, questions or comments from the DMMP Executive Committee. There were no questions or comments from DMMP Executive Committee members.

12.0 Adjourn

Secretary Jeannie Haddaway-Riccio, DNR

Sec. Haddaway-Riccio stated that the next Executive Committee meeting would be held virtually on December 15, 2020. The meeting will focus on coastal resiliency, the finalized HMI MOU, the current efforts to address the Virginia channels issues, and an opportunity to acknowledge the 20th anniversary of the Dredged Material Management Act in 2021.

Sec. Haddaway-Riccio thanked committee members for their attendance and adjourned the meeting.