

**FINAL DRAFT**  
**SUMMARY OF THE DREDGED MATERIAL MANAGEMENT**  
**PROGRAMMANAGEMENT COMMITTEE MEETING**  
**March 24, 2021, 10:00 AM**  
**Virtual Meeting**

***Attendees:***

*Angie Ashley Consulting:* Angie Ashley  
*Association of Maryland Pilots (AMP):* Eric Nielsen  
*Baltimore Port Alliance:* Rupert Denney  
*Chesapeake Bay Foundation:* Doug Myers  
*Citizens Advisory Committee:* Adam Lindquist (Chair)  
*EcoLogix Group:* Steve Pattison  
*Interested Citizen:* Will Feuer  
*Maryland Department of the Environment:* Chris Beck, Matthew Rowe  
*Maryland Department of Natural Resources:* Bruce Michael  
*Maryland Department of Transportation:* John Dennison  
*Maryland Department of Transportation Maryland Port Administration:* Sergio Adantor, David Bibo, Kristen Fidler, Thomas Hall, Margie Hamby, Katrina Jones, Kristen Keene, Holly Miller, Amanda Penafiel, Bradley Smith,  
*Maryland Environmental Service:* Tammy Banta, Ron Glass, Tyler Lane, Jay Sullivan  
*Maryland Geological Survey:* Richard Ortt  
*National Marine Fisheries Service:* Jonathan Watson  
*University of Maryland Center for Environmental Science (UMCES):* Peter Goodwin  
*US Army Corps of Engineers, Baltimore District (CENAB):* Kevin Brennan, Trevor Cyran, Graham McAllister  
*US Army Corps of Engineers, Philadelphia District (CENAP):* Michael Hart

**Introductions and Approval of Meeting Summary – Kristen Fidler, MDOT MPA**

Ms. Fidler welcomed attendees and called the meeting to order. The summary of the October 28, 2020 meeting was approved without changes.

**DMMP Citizens Advisory Committee Update – Adam Lindquist, Chair**

The Citizens Advisory Committee met jointly with the Harbor Team on February 10<sup>th</sup> and received updates on Harbor Development project plans and operations for 2020 and 2021, the Innovative and Beneficial Reuse program, and Corps of Engineers projects.

Mr. Lindquist announced that the fourth trash wheel for the Harbor was recently unveiled, Gwynnda, the Good Wheel of the West. The trash wheel was partially funded by MDOT MPA, as with the other trash wheels and will be installed in the Middle Branch of the Patapsco River. The trash wheel is scheduled to be installed in April 2021.

Waterfront Partnership is embarking on the master planning process to develop a comprehensive system of water trails in Baltimore Harbor. The Baltimore Blueway Master Plan process will engage stakeholder groups and include evaluating the feasibility of new access sites, making recommendations for rules and regulations related to paddling in the Baltimore Harbor, and

ultimately producing a strong Master Plan that will be used to promote the Baltimore Blueway and raise funds for implementation. Masonville Cove will be included the plan.

There was also a round table discussion at the joint meeting with the chairs of the other DMMP citizens committees. It was an opportunity for the committee leaders to learn from each other because each of the committees are in a different place in the life cycle of the dredging projects.

The CAC is enthusiastic about the work of MDOT MPA and the DMMP committees with the initiatives of the 2020 Annual Report, and valued the opportunity to comment on the plan and see those comments integrated in the report.

*Q. Rupert Denny – What is a water trail?*

*A. A water trail is a series for access points with amenities for paddlers. Paddling in the Harbor is not regulated, and people are unaware of the channels that need to be avoided. The plan will also provide information for the skill level needed to navigate the different areas in the Harbor and Patapsco River. We want people to have a safe experience when paddling.*

#### **CENAB – Graham McAllister**

Baltimore Update – FY 2021 Work plan was announced in January and Baltimore received funding for additional dredging for the Port of Baltimore and Energy Transport Port Funds to be transferred to Port of specified uses.

There are three contract action planned for the current federal fiscal year. They include:

- Dredging of the Craighill Angle and Swan Point to be placed at newly constructed cell at Poplar Island and is scheduled to commence in Mid-April.
- Dredging from Cape Henry in Virginia waters to be placed at Dam Neck open water site and will take place in the winter to avoid overwintering of sea turtles.
- Dredging of Cutoff Angle and Craighill Entrance Channel also to be placed at Poplar Island and dredging at Ft. McHenry with material to be placed Masonville Dredged Material Containment Facility (DMCF).

There is also study underway to evaluate the deepening the entire Seagirt Loop and Seagirt Channel.

#### **Trevor Cyran – Poplar Island & Mid-Bay Updates**

The Mid-Bay Island Restoration Project received funds for the pre-construction design phase, which is moving forward. The design agreement was executive in August 2019 between the US Army Corps of the Engineers and MDOT MPA.

- Topographic surveys and soil sampling work is underway and nearly complete.
- Barren Island is at 35% design with completion of design scheduled for April 2021. Construction of Barren Island is scheduled to commence in the second quarter of 2022.
- Construction of the James Island perimeter dike is scheduled to begin in 2024.

- The public outreach event planned in 2020 is being rescheduled for later in 2021 when travel and meeting restrictions allow. In the meantime, outreach materials will be made available online. (*Update – MDOT MPA will host a webinar about the project May 19<sup>th</sup> at 5:30 PM*).

The Poplar Island lateral expansion was recently completed and is now available to receive inflow from upcoming projects. The material will be placed in the new cells to allow for the existing cells to dewater. This should net a 68% increase in capacity.

*Q. P. Goodwin – Referenced a hearing in Congress that included discussions about nature-based solutions and the value of accounting for the add-ons. Perhaps Mid-Bay could be a national model for applying engineering solutions with nature.*

*A. T. Cyran - Engineering with nature is a priority discussion for the Corps of Engineers and we are looking for ways to include it our practices. Engineers are accustomed to building with rock, concrete and other materials, so this will be a shift in applying alternative solutions.*

The Baltimore District Change of Command is scheduled for July 16<sup>th</sup>. More information will be provided.

#### **CENAP – Michael Hart**

Dredging for the FY 20 cycle was completed in December and the material was placed at Pearce Creek. There are some bridge contracts the CENAP is looking to award this year. It is unknown if there will be any height restrictions at this time.

#### **2030 Greenhouse Gas Reduction Act Plan (GGRA) – Chris Beck, MDE**

The Maryland Commission on Climate Change (MCCC) was established into law in 2015 and is an independent entity that provides recommendations to the General Assembly and the Governor about what Maryland should do about climate change and other issues.

The GGRA goal set to reduce greenhouse gases (GHG) 25% by 2025 were met in 2017, attributed primarily to favorable weather conditions. The future projection is for reducing GHG 40% by 2030.

The GGRA 2030 plan pursues a more ambitious goal than the law requires by recommending 50% reductions by 2030. This serves as a national model for demonstrating how actions at a state level can reduce the threat of climate change while growing the economy and creating jobs. However, the state will need to be creative in order to reach the Net Zero goal.

Secretary Grumbles, MDE, has also made a commitment to incorporate environmental climate justice into the planning process. The plan includes public health for impacted communities and the Bay. To help achieve these goals, building programs will have to create more efficiencies with electrification in the new construction of homes, but will be more challenging for the commercial and industrial sectors.

For the transportation sector, there are programs to electrify commercial and passenger vehicles. Maryland Department of Transportation is committed to replacing all buses with electric buses

as they age out. The infrastructure has to be put in place to make more consumers comfortable with purchasing electric vehicles. The Port of Baltimore is also leading an effort to have more electric vehicles and operating equipment.

There are initiatives to use natural solutions to draw down carbon through forest management, planting trees, and the healthy soils programs to accelerate carbon sequestration in forests and agricultural soils.

The next steps include conducting a sensitivity analysis to make sure the goals can be met, exploring upcoming federal actions and staying connected to the MCCC for recommendations, and developing a mid-course progress report due in 2022.

*Q. R. Denney – What are the four working groups mentioned in the presentation?*

*A. C. Beck – Mitigation, Adaptation & Resiliency, Science & Technology, and Education & Outreach*

*Q. R. Denney – Is Maryland Motor Truck Association involved? Is any industry representation in those groups? At what point will impacted industries be invited?*

*A. C. Beck - All of the workgroup meetings are open to the public and anyone is welcome to participate in them.*

*A. P. Goodwin – Many other states are implementing actions on this issue. Maryland is emerging as a leader when it comes to community engagement and the science behind setting the goals. The interaction between the state agencies and universities has been commendable. The attention to environmental justice, the economy and employment is key with input from non-government organizations and the communities that will be impacted.*

### **Harbor Development Updates – Kristen Fidler**

- The base dike widening at Cox Creek Expansion is concluding and construction of the +60' dike will commence soon. Inflow is expected to happen during construction. The expected capacity gain with the dike raising and lateral expansion to the upland area is an additional 7.6 mcy.
- The dike raising at Masonville DMCF was put on hold in 2020 due to COVID related budget restrictions. However, funding is expected to be restored in FY 22. Once funding is restored, the base dike widening will commence, which is the first step to accommodate the incremental dike raising to at +42'.
- Under the Innovative & Beneficial Reuse (IBR) Program, 22,000cy of blended material from Cox Creek was trucked to Ridgley's Cove restoration project. MDE confirmed suitability of the material to be used as a vegetated remedial cap for recreational use.
  - Five contracts have been awarded under the IR RFP for novel Research & Development and four more proposals are currently under review.
  - MDOT MPA is advancing the IBR strategy and continuing to pursue acquisition of the property adjacent to Cox Creek.
- Funding has been secured to advance the next phase of the Confined Aquatic Disposal (CAD). More information will be presented at the June Management Committee meeting.

- An interagency agreement was signed with the Department of Natural Resources and Maryland Environmental Service for another five years to further the development of the North Cell at Hart Miller Island (HMI). Engagement with the HMI Citizens Oversight Committee (COC) continues regarding the future of the exterior monitoring program. The HMI COC has established a Friends of HMI Group and will host a cleanup on May 1<sup>st</sup>.
- There will be a webinar on the Mid-Bay project May 19<sup>th</sup> at 5:30.
- The Virginia Bay Enhancement Work Group (BWEG) continues to meet to identify alternatives to Wolf Trap, utilizing numerous available GIS layers to evaluate environmental resources and aid in the scoring of potential locations.
- Dredging of the Seagirt Berth 3 and deepening of a second 50' berth is underway and is near completion. Governor Hogan will visit the dredge barge today.
- Outreach and engagement activities are continuing even with COVID related restrictions:
  - Environmental education continues at Masonville and virtually by our partners.
  - Welcome Gwynnda the Good Wheel of the West, the new trash wheel
  - The eagles are nesting again at Masonville Cove
  - There are monthly scavenger hunts at Masonville Cove
  - The 2020 Environment Annual Report is complete and will be distributed soon.

### **Howard Street Tunnel – Brad Smith, MDOT MPA**

The Howard Street Tunnel (HST) was constructed between 1890 and 1895 and is a single-track rail in Baltimore City. The HST Project will break a long-standing rail bottleneck and create a double-stack rail network to/from the Port of Baltimore and along the entire I-95 Rail Corridor. With completion, the Port will be able to compete as a top tier with other ports.

The project cost of \$466 million consists of three components: the Camden Street storm line relocation project, which was completed by CSX in 2019; the HST reconstruction, clearance project; and the highway/rail grade separation project involving clearance improvements at 22 locations between Baltimore and Philadelphia. Geographically, Baltimore is closer to the Midwest area than competing ports and the lowest mile routes translates to lower transportation costs.

The HST project received a federal infrastructure grant and the National Environmental Policy Act (NEPA) review is underway. The environmental assessment documented the potential for only minor, temporary and permanent impacts and that report is under a 30-day public review and comment period.

The project will have an economic benefit, including approximately 7,500 permanent jobs in the Port of Baltimore because of the increased capacity to move containers. The new container activity will be a major source of personal and business revenues in Maryland annually. The project improvements will also lower transportation costs, reduce truck traffic, improve safety.

Because in-person presentations are not feasible currently, a website was developed to provide access to all of the project information, and an informative video about the project was created. The video is available on [Howard Street Tunnel website](#) and MPDOT MPA's [YouTube Channel](#).

Following final NEPA approval, CSX will be able to finalize engineering plan, obtain permits, and advance to construction. Construction is expected to start in phases later this year.

*Q. K. Brennan - Of the 22 obstructions, who is bearing the costs for the bridge replacements, and tracking lowering, and what coordination is being done to ensure the schedules are meshing for the overall plans?*

*A. B. Smith – All of the obstruction projects are part the HST project, therefore, it is a combination of federal funds, state funds from MD and the Commonwealth of PA, and private funds from CSX. CSX is coordinating the project in phases, grouping them in different packages because of the geographic locations of the improvements, using multiple contractors. Work will need to be done in corporation of the train schedule.*

*Q. T. Lane – Do you have any further details on the process to address questions/comments on NEPA process?*

*A. B. Smith – The comments and questions are being complied as they come in. The team will review them and coordinate on how to respond. The comments and responses will be published in the final NEPA document and made available on the project website.*

*Q. T. Lane - Is this process the only time the public will have an opportunity to comment or will be other opportunities for public meetings or to comment on other documents?*

*A. Brad – The team engaged with communities prior to this stage and will continue to do so after this process, especially with those communities that will have traffic impacts. This will be the only official opportunity for NEPA, but people are welcome provide comments for consideration beyond the NEPA process.*

*Q. K. Fidler – Is there an intersection with emissions reduction as outlined in GGRA and the data about reduction in fuel consumption resulting from the improvements to the HST?*

*A. B. Smith – there is definitely a lot of synergy. The figures in the HST presentation are nationwide for the transportation network, not just in Maryland*

*A. C. Beck – The information in the GGRA presentation is for Maryland only. MDOT has its own plan and MDE rolls it into the GGRA plan. MDOT has accounted for three major rail programs in its planning for the GGRA, including HST.*

### **Closing Remarks**

Bruce Michael, Department of Natural Resources, announced that the Conowingo hydroelectric facility received Federal Energy Regulatory Commission (FERC) approval for a new 50-year license to operate the facility and includes approval of the Conowingo Settlement Agreement between the state and Exelon. The Agreement requires Exelon to provide \$200 million to the State for Best Management Practices implementation for water quality improvements. He also announced the he will be retiring June 1<sup>st</sup>. Rich Ortt will continue to represent both DNR and Maryland Geological Survey on the Management Committee.

Bruce was thanked for his long history of dedicated service and work with the DMMP.

### **Adjourn**