DRAFT
SUMMARY OF THE JOINT DREDGED MATERIAL MANAGEMENT PROGRAM CITIZENS' ADVISORY COMMITTEE & HARBOR TEAM MEETING
May 12, 2021 6:00 PM
Video Conference

Attendees:

Anchor QEA: Mark Reemts
Angie Ashley Consulting: Angie Ashley
Baltimore Gas & Electric (BGE): Jim Burkman, Bonnie Johansen, Odessa Phillip
Blue Water Baltimore: Daniel O'Leary
Chesapeake Bay Foundation: Doug Myers
Cox Creek Citizens Oversight Committee: Gary Gakenheimer
EcoLogix Group: Steve Pattison
Guest Participant: Sarah Jones
Hart Miller Island Citizens Oversight Committee: Paul Brylske
Kent Conservation and Preservation Alliance: Doug West
Living Classrooms Foundation: Christine Truett, Lorraine Warnick
Maryland Environmental Service (MES): Tyler Lane, Christine Offerman
Maryland Department of Transportation Maryland Port Administration (MDOT MPA): Sergio Adantor, Dave Bibo, Bertrand Djiki, Kristen Fidler, Thomas Hall, Margie Hamby, Katrina Jones, Holly Miller, Amanda Peñafiel
Masonville Citizens Advisory Committee: Anita Kestel
National Aquarium: Laura Bankey
North County Land Trust: Rebecca Kolberg
North Point Peninsula Council: Fran Taylor
Patapsco/Back River Tributary Team: Stuart Stainman
Turner Station Conservation Teams: Gloria Nelson
University of Maryland Center for Environmental Science (UMCES): Elizabeth Price
US Army Corps of Engineers (USACE): Graham McAllister
Vulcan Materials: Rob Flanagan
Waterfront Partnership of Baltimore: Adam Lindquist

Action Items
The Poplar Island and Mid-Bay Project Managers will be notified of Chesapeake Bay Foundation's interest for the incorporation of oyster reefs to be considered at the project sites.

Welcome - Angie Ashley, CAC Facilitator & Adam Lindquist, CAC Chairman
Ms. Ashley convened the meeting at 6:00 pm and welcomed all committee members. All files for the meeting are available in the file share folder linked here.

Adam Lindquist asked for a motion to approve the February meeting summary; the summary was approved without comments.

Mr. Lindquist announced the recent ribbon cutting of the Headworks Project at the Back River Wastewater Treatment Plant to reduce sewage overflow by 80% from antiquated pipes in Baltimore City. Construction is completed for the 4th trash wheel which was partially funded by Maryland Department of Transportation Maryland Port Administration (MDOT MPA), and was recently unveiled, *Gwynnda, the Good Wheel of the West.* The YouTube video of the announcement is linked here. Pilings are currently being installed and the trash wheel will be operational soon.

Key Crossing Resiliency Project – Baltimore Gas & Electric (BGE)

BGE representatives explained the BGE put into service two 230kV transmission circuit segments in the early 1970's that run under the Patapsco River adjacent to the Francis Scott Key Bridge. These segments of high voltage cables are 2.5 miles long and run from Hawkins Point to Sollers Point inside of steel pipes pressurized with mineral oil. The cables are exhibiting symptoms of degradation and approaching the end of their useful service life. To maintain reliability, the lines need to be replaced.

Some of the challenges of replacing the existing underground line include significant environmental impacts, disruption to the waterway activities (commercial and recreational), and it's the highest cost option.

The benefits of replacing the underground lines with overhead lines include less temporary and permanent impact to the environment, limited disruption to waterway activities, lowest cost option, and uses proven technology. The overhead lines will be 185' high on the harbor side of the bridge and will tie into the existing overhead system, and lines transitioning from overhead to underground will be decommissioned.

Construction is anticipated to take two years to complete once permits are received. Gary Gakenheimer noted that as part of mitigation for the project shoreline restoration work is being completed in Chestnut Hill Cove.

Mr. Myers and several other attendees expressed an interest regarding the inclusion of oyster reefs. In response, BGE is very interested in discussing the inclusion of oyster reefs on the tower foundations and will follow up.

Mr. Stainman pointed out that the viewshed from Ft. McHenry is historically significant and inquired about their concerns. During the outreach for the project, National Park Service at Ft. McHenry were included in the stakeholder engagement and their input was very instrumental in the design of the towers. Slimmer monopoles were requested and ultimately implemented. Three years of outreach and a significant amount of permitting brought this project forward.

In-water work is currently underway and will be followed by tower erection. BGE will not be taking out the old line; it will be decommissioned and sealed in place. Replacing aging infrastructure is a benefit to all communities in the region by providing more power. A video about the project can be found on YouTube.

Confined Aquatic Disposal (CAD) – Holly Miller, MDOT MPA

Ms. Miller provided a brief background about CAD explaining that it is the process of excavating a depression to the sand layer and then filling the cell with dredged material. A CAD pilot project was a recommendation from the Harbor Team's 2011 report. The project demonstrated it was a viable option in 2017.

A desktop study was conducted to identify future sites, but there were data gaps. MDOT MPA is in the process of addressing the data gaps and has collected data through an Environmental Assessment (EA), hydrodynamic modeling and geotechnical investigations. It is important to identify the presence of sand as it can be reused, provides cell stability, and provides cost effectiveness. The EA showed there were limited or no effects when comparing the project moving forward versus no project. Hydrodynamic modeling showed general trends, however, more site-specific modeling would be conducted during the design phase.

Geotechnical data was compiled and borings at -90' MLLW were collected to identify the amount and location of sand as well as the amount of overburden material. Sand was identified in multiple locations, but larger sources were identified within two general regions.

During the slide presentation, Ms. Miller referred to three areas that have been selected for additional study. As the project moves forward there will be more focused geotechnical sampling, bathymetry, and site-specific hydrodynamic modeling as well as outreach to area resources managers and stakeholders.

Rebecca Kohlberg mentioned that there could be local concerns from the Riviera and Orchard Beach communities and proximity to sites CAD-09 & CAD-10 and recommended contacting Anne Arundel County officials. Ms. Miller expressed that the CAD project is still in the beginning stages for outreach and this meeting was the first step. No sites have been selected as this is just the information gathering phase to narrow down options to be proposed. The local communities, councils, and governments will be contacted as the project moves forward to help inform final site selection for the next CAD cell.

US Army Corps of Engineers Report – Graham McAllister
Maryland Approach Channels – Approximately 2 million cubic yards of material will be dredged from the Craighill Angle and Swan Point and will be placed into the newly completed cells at Poplar Island. Cashman Dredging was awarded a $22.6 million contract in March; work is anticipated to be completed in August. The Cashman Dredge has brought the Dale Pyatt, which is the largest clam shell dredge in the Americas. The Dale Pyatt is a 1,200 ton, 180 ft long dredge and equipped with a 60 cubic yard bucket.

Cape Henry - Approximately 2.5 million cubic yards will be dredged from the Cape Henry channel. The material will be placed at the Dam Neck Open Water Placement Site. Dredging will not occur until winter 2021/2022 to avoid potential impacts to endangered sea turtles.

Harbor & Maryland Approach Channels – Receipt of the 2021 work plan funds allows for dredging approximately 1 million cubic yards from the Cutoff Angle and Craighill Entrance. The material will be placed at Poplar Island. The funding also allows for dredging of 500,000 cubic yards from the Fort McHenry channel which will be placed at Cox Creek DMCF in winter 2021/2022.

Poplar Island – The expansion construction was completed in January and 575 acres were added; 4 large wetland cells and one large upland cell. The expansion allows for 28 million cubic yards of additional capacity. The site will be able to accept material through 2032.

Mid-Bay Islands – The project is located in Dorchester County near the remnants of James and Barren Islands. The project will be comprised of 55% wetland and 45% upland habitats. The project is focused on expanding and restoring island habitat using dredged material. Work is ongoing to complete the draft design as well as cultural resource work. Once completed, Mid-Bay is anticipated to accommodate an estimated 90-95 million cubic yards of material which will provide at least 30 years of placement capacity.

Seagirt Loop Study – The channels of the Seagirt loop are authorized to maintain between -42 ft MLLW and -50ft MLLW; a study is needed to determine navigation efficiency and transportation cost savings if the Seagirt loop is improved to better accommodate larger vessels. The feasibility cost sharing is in place between the USACE and MDOT MPA; $3 million will be evenly split between the partners.

Doug Myers expressed interest in incorporation of oyster reefs at Mid-Bay or retrofitted at Poplar Island. The Poplar Island and Mid-Bay Project Managers will be notified of this interest for consideration.

Harbor Development Project Updates – Kristen Fidler, MDOT MPA
Cox Creek Expansion (CCE) – Lateral and vertical expansion is fully funded but a failed procurement resulting in the need for MES to re-advertise the solicitation. Work is anticipated to begin in the summer. Inflow is ongoing during construction and the expansion is anticipated to be completed in early 2024. The expansion will gain 7.6 million cubic yards in capacity.

Masonville – MDOT MPA will be resuming the dike raising. Base dike widening will occur first, followed by dike raising to +30 MLLW. The final elevation of +42 MLLW is anticipated to be reached in 2029 and will gain approximately 4 million cubic yards of capacity.

Innovative Reuse (IR) – Ridgely's Cove restoration accepted 22,000 cubic yards of IR material for use as remedial cap; hauling for the project has been completed. The IR RFP is still open; five contracts have been awarded and four more are under review. Approximately 4,000 cubic yards will be used in the CCE cross dike. The IRC workshop is May 25th with the aim of helping further the IRBU strategy. Negotiations continue for acquisition of additional property adjacent to the Cox Creek DMCF which, if acquired, would serve as a lay down area and allow for large scale production for innovative reuse. A video is available regarding how to fill out the Confirmation of Suitability Forms; the video was a joint MDOT MPA /MDE effort.

Mid-Bay – The focus is securing adequate federal and state funding in order to execute Barren Island construction in 2022. Outreach is also a priority in Dorchester County to build and strengthen relationships and partnerships with the local residents. A project newsletter has been developed and recently distributed. The next Spotlight Series webinar will feature the Mid-Bay project (May 19th).

VA BEWG – The VA BEWG has been created to identify beneficial solutions for reusing material rather than open water placement in Wolftrap Alternate Open Water Placement site. Recommendations are anticipated to be developed by Fall 2021.

Seagirt – Deepening of Berth 3 was completed two weeks ago. The material went to Masonville DMCF. There are now two 50'ft berths. The Seagirt loop feasibility study is underway; the tentatively selected plan is anticipated to be submitted in late October.

Outreach, Engagement, and Education – Community events are occurring at Masonville Cove, everyone is encouraged to attend. The site will be open for extended hours; first Thursday evenings, and open until 4 pm on Saturdays. The site will also be open on holiday weekends as well. The ECO (Environment, Community, Outreach) Port newsletter replaces the long standing GreenPort newsletter. MDOT MPA is moving forward with a multi-modal pathway to Masonville Cove, which will increase access. The pathway will link Masonville Cove to the Gwynns Falls trail and a new trail under design by the Greater Baybrook Alliance.

Round Table Remarks

Paul Brylske stated that HMI COC was pleased with the MDOT MPA response to a concern regarding monitoring. HMI Friends Group was unable to make it out to HMI for a clean-up event due to weather. A fundraiser event was held May 8th, with great support and turnout.

Fran Taylor asked about tours at the DMCF sites this summer (i.e. Poplar). It was replied that MDOT MPA will continue to follow guidance received and inquire about specific permissions.

Adjourned – next meeting scheduled for August 11, 2021.