

FINAL DRAFT
SUMMARY OF THE DREDGED MATERIAL MANAGEMENT PROGRAM
MANAGEMENT COMMITTEE MEETING
September 22, 2021, 10:00 AM
Virtual Meeting

Attendees:

Angie Ashley Consulting: Angie Ashley

Citizens Advisory Committee: Adam Lindquist

Baltimore Port Alliance: Rupert Denney

EcoLogix Group: Steve Pattison

Maryland Department of Natural Resources (DNR) and Maryland Geological Society (MGS):

Richard Ortt

Maryland Environmental Service (MES): Christine Offerman, Melissa Slatnick

Maryland Department of the Environment (MDE): Matthew Rowe

Maryland Department of Transportation: John Denniston, Sandy Hertz and Trevor Lane

Maryland Department of Transportation Maryland Port Administration (MDOT MPA): Dave Bibo,

Bertrand Djiki, Kristen Fidler, Margie Hamby, Katrina Jones, Kristen Keene, Amanda Peñafiel

National Oceanic and Atmospheric Administration (NOAA): Jonathan Watson

University of Maryland Center for Environmental Science (UMCES): Dr. Peter Goodwin and Dave Nemazie

US Army Corps of Engineers, Baltimore District (CENAB): Kevin Brennan, Graham McAllister and Katie Perkins

US Army Corps of Engineers, Philadelphia District (CENAB): Michael Hart

US Coast Guard: Andrew Mandley

Action Items:

1. CENAB will provide more detail on the capacity or expected closure of the Dam Neck open water placement site, and when Norfolk Open Disposal Site (NODS) may come on-line as well as the expected life span.

1.0 Introductions, Approval of Meeting Summary

Ms. Kristen Fidler, MDOT MPA

Ms. Fidler welcomed attendees and called the meeting to order. Ms. Fidler welcomed U.S. Coast Guard intern, Andrew Mandley to the meeting and invited him to participate. The summary of the June 23, 2021 meeting was approved without changes.

2.0 DMMP Citizens Advisory Committee (CAC) Report

**Ms. Angie Ashley,
CAC Facilitator**

Ms. Fidler advised that Mr. Lindquist was not able to attend the meeting due to competing priorities with the Mayor's press conference on the plastic bag ban for Baltimore City. Angie Ashley, the CAC Facilitator will read Mr. Lindquist's remarks. Ms. Ashley stated that Mr. Lindquist believes that MDOT MPA has done a terrific job pivoting to the virtual world and allowing stakeholders to stay connected to the DMMP and the sites. It is also exciting to see public access and programming opening as the world is slowly opening back up. An example provided by Mr. Lindquist was that he was able to tour Poplar Island in August. The tour was well-attended and additional dates were needed to get others out to the site. He was excited to see the expansion cells in action as they were accepting inflow. Mr. Lindquist

stated Maryland is fortunate to have Poplar Island, not only as a place to store dredged material but also as an environmental gem.

Mr. Lindquist also toured the Cox Creek DMCF with other DMMP Committee Chairs so they could not only see the expansion but also spend time together and learn from each other. Additionally, Mr. Lindquist is looking forward to attending the Cox Creek Open House scheduled for October 16 from 10 a.m. to 2 p.m. He will bring his two-year old son and is looking forward to climbing on the heavy equipment and experiencing the “touch a truck” activity. Mr. Lindquist emphasized that “virtual” is great but doesn’t replace the experience of seeing these sites and the scale of the sites first hand.

This year recognizes the 40th Anniversary of the Hart Miller Island Citizens Oversight Committee (HMI COC). The Committee is going strong and has created a Friends of HMI group. Creating a Friends group allows the members more input on public access and recreational activities. The Friends group is thriving and is a great model of success.

The next DMMP CAC meeting is scheduled for November 10th. *Update: This meeting was cancelled.* There will be an update on Gwynnda the Good Wheel of the west officially began operations on July 1st. MDOT MPA was a contributor of funding for the new trash wheel as mitigation for the Masonville DMCF. Gwynnda has removed 17 dumpsters of trash weighing 43 tons so far.

Work continues on the water trails with requests for proposals to hire a contractor expected soon. The trails will promote safe kayaking and paddling for the Inner Harbor and Middle Branch. Mr. Lindquist will continue to coordinate activities with members that have expressed an interest, and they should reach out to Mr. Lindquist with questions as well at, adam@waterfrontpartnership.org.

Finally, Mr. Lindquist stated that Mid-Bay project represents a once-in-a-lifetime project and emphasized the importance of designing the site to provide maximum benefits for the environment and community. He encourages MDOT MPA and CENAB to continue coordinating and address any concerns raised.

3.0 Harbor Development Update

Kristen Fidler, MDOT MPA

Ms. Fidler shared updates on the Harbor Development activities beginning with the Cox Creek site. Notice to Proceed for the lateral and vertical expansion to +60 feet of the Cox Creek DMCF was provided on August 16, 2021. Work is expected to occur over the next three years (estimated completion date of April 2024) and inflow will occur during construction. Ms. Fidler thanked MDE and CENAB for working with MDOT MPA to issue permits; the permits are vital to work being able to move forward. MDOT MPA is continuing to work with the Cox Creek COC on mitigation projects. As with other project sites, MDOT MPA has made an effort where possible to align mitigation with community enhancements. Items that rose to the top for COC members included placement capacity for northern Anne Arundel County Department of Public Works dredged material and a walking trail. MDOT MPA is working through a Memorandum of Understanding with Anne Arundel County for placement of dredged material. The walking trail would essentially be a loop around the 100+ acres conservation easement including the Swan Creek area. The trail is in the 60% design phase currently, and MDOT MPA is exploring where and how dredged material could be used along the trail. MDOT MPA is also exploring additional funding opportunities, such as MDOT State Highway Administration grants for recreational trails. The trail may also feature outdoor learning opportunities by providing four outdoor learning classrooms. Additionally, there will be signage and learning opportunities about dredged material management along the trail.

The Masonville DMCF is moving forward with expansion as well. Funding for the +30 feet dike raising was restored in FY22; base dike widening and dike raising activities are underway. The dam safety permit was received approximately two weeks ago allowing construction to move forward. There are several phases to the project ending with raising the dikes to +42 feet. The construction is estimated to be complete in 2029. Similar to the Cox Creek DMCF expansion, inflow will occur during construction, requiring careful chorography to ensure safety and continuity of operations. The restored funding was much needed to provide capacity to accept U.S. Army Corps of Engineers (USACE) and private sector maintenance dredging.

Ms. Fidler stated that five contracts have been awarded under the IR Research and Development RFP to date, including:

1. Belden-Eco Products- ceramic bricks and permeable pavers;
2. Northgate Environmental - precast concrete and shoreline protection structures;
3. Fastrak Express - reengineered soil to produce sod;
4. Harford Industrial Minerals - lightweight aggregate; and
5. Suscon Products - precast concrete products.

Two additional proposals are currently under review. MDOT MPA has been impressed by the diversity of these proposals in terms of concepts, methods, technology and end products being proposed. It is anticipated that the first results from the accepted proposals will arrive around January 2022.

The IR Committee has continued to meet this year with the last meeting held in August and a meeting scheduled for November 23. The Fleming Park project continues to move forward. The design concepts have been updated recently and coordination with Baltimore County is in progress. MDOT MPA has created a website tool that will help capture and advance any interest in using dredged material. This tool will also provide a formal process for requesting dredged material from MDOT MPA. The tool is expected to launch by the end of 2021.

With regard to the Mid-Bay project, MDOT MPA continues to work with our federal partners to secure construction funding that is needed to begin construction in FY 22 of Barren Island. Senator Cardin has provided great support for the project by including \$37.5 million in an appropriations bill that has been approved by the Senate Committee but still needs approval from the full Senate. Notably, the tidal wetland license and water quality certification permit applications have been submitted and are out for public comment. There will be a public hearing for the permits on November 15th and the comment period will close on November 29th. *Update: The Public Hearing for the Mid-Bay Project Barren Island tidal wetlands license scheduled for November 15th has been CANCELLED by the Maryland Department of the Environment (MDE). The public notice can be accessed at:*
<https://mde.maryland.gov/programs/Water/WetlandsandWaterways/AboutWetlands/Pages/pubnotj15.aspx>

Written comments, requests to be included on the interested persons list, or requests for a public hearing may be sent by November 29, 2021, to the Maryland Department of the Environment, Attention Mary Phipps-Dickerson, 407 Race Street, Cambridge, Maryland 21613 or at Mary.Phipps-Dickerson@maryland.gov or 410-901-4033. The borrow area was not included in the permit because CENAB and MDOT MPA continue to work through concerns expressed by local watermen about the source of sand for Barren Island construction; additional sediment sampling will be performed to identify potential alternative locations for sourcing sand borrow material. MDOT MPA continues to

work closely with all project stakeholders to advance the Mid-Bay efforts. Additionally, an action item from the last Management Committee Meeting was a request to provide a forum for Management Committee members and other stakeholders to convene and meet regularly to enhance resiliency and climate change issues with, through and around the Mid-Bay project. Ms. Fidler was pleased to report that the first meeting of the Mid-Bay Resiliency Work Group was held in August and the work group will meet again this week. Ms. Fidler is pleased with the momentum, interest and coordination. MDOT MPA will continue to report on progress during future DMMP Management Committee meetings.

There are several upcoming outreach and education engagement opportunities. First and foremost, Masonville is celebrating Urban Wildlife Refuge Day on September 25. Masonville Cove was the first location to receive this designation in 2013 and there is a lot of interest and energy around Masonville from the communities and neighborhood it serves. MDOT MPA is looking forward to hosting Acting Secretary of the Army Civil Works Jamie Pinkham on Saturday in addition to Acting Director of U.S. Fish and Wildlife, Martha Williams. There is no formal program, the purpose is to give people an opportunity to explore the site and enjoy the planned activities such as kayaking, fishing from the pier, bird banding and monarch butterfly tagging as well as other family events. Ms. Fidler invited committee members to participate. Kayaking will be available Sunday as well. Masonville Cove will also be celebrating Walk Maryland; there are approximately 3 miles of trails for folks to access at the site. Ms. Fidler stated there is a lunchtime webinar scheduled for September 29 on Sustainability. MDOT Deputy Secretary Earl Lewis will be speaking during the webinar. If you are not able to attend on September 29th, you will be able to watch at a later date as a link will be posted on the DMMP micro-site.

Ms. Fidler was excited to mention a new partnership with Baltimore City Department of Parks and Recreation; Baltimore City will host a “canoe and scoop” event where canoers “scoop” trash as they canoe at Masonville Cove. Finally, the Baltimore Port Alliance is hosting a Virtual Career Expo in the fall to match job seekers with opportunities. Ms. Fidler also stated that in addition to the VIPs coming to celebrate Urban Wildlife Refuge Day, the Great Room at the Masonville Cove Environment Education Center will be dedicated to MDOT MPA’s own Frank Hamons, former Deputy Director for Harbor Development. The dedication celebrates Mr. Hamons visions and persistence in bringing Masonville Cove into existence. It is a great opportunity to not only thank Mr. Hamons but also show him how it has continued to grow.

Mr. Ortt stated that MDOT MPA is doing a great job promoting Masonville and environmental education. He believes that while many people see Masonville as mitigation for projects, Masonville provides opportunities for diversity and inclusion as well by introducing environmental stewardship into an urban area. This will have a great impact on the future work force.

Mr. Rowe asked about the vision to potentially scale up the successful innovative reuse RFP pilot projects. Ms. Fidler said that MDOT MPA continues to work on acquiring additional property to advance dredged material reuse efforts. While acquiring additional property is critical, applying results of the IRBU RFP will inform how that additional property is utilized as well as entering into potential agreements, P3s, etc. with entities.

4.0 U.S. Army Corps of Engineers – Baltimore District Update Graham McAllister, CENAB Katie Perkins, CENAB

Mr. McAllister noted that the Baltimore District has had a change of command since the DMMP Management Committee meeting last met in June. Colonel John Litz has turned over command to Colonel Estee Pinchasin. The change occurred in Mid-July, so Colonel Pinchasin is now the District Engineer.

The first project Mr. McAllister presented is a contract with Cashman Marine for maintenance dredging of the Craighill Angle and Swan Point segments of the Maryland approach channels for approximately 2 million cubic yards (mcy) of material from Craighill Angle and Swan Point. The material was taken to the expansion cells at Poplar Island. This \$22.6 million dollar contract wrapped up in August of this year and demobilization was completed earlier this month.

The second contract is for removal of about 2.4 mcy of material from the Cape Henry Channel in Virginia waters. That material will be taken to the Dam Neck Open Water Placement Site. Bids were opened in August of 2021, and DUTRA was the apparent low bidder at \$14.9 million. The contract is expected to be awarded this week, and dredging should begin in winter of 2021/2022 once the dredging window opens following the sea turtle migration to minimize potential impacts to endangered sea turtles.

Mr. McAllister stated that the next contract is looking further ahead for dredging approximately 500,000 cy from Ft. McHenry for placement at Cox Creek during ongoing construction as Ms. Fidler mentioned earlier. For the Maryland approach channel, CENAB plans to dredge about 1 mcy from the Cutoff Angle and the Craighill Entrance Angle with placement at the Poplar Island Expansion cells. CENAB anticipates the solicitation to be issued in October with award of a contract planned for November, and dredging anticipated for winter 2021/2022. Mr. Denney asked Mr. McAllister to clarify where the Ft. McHenry dredging would begin and end, specifically if the dredging ends at Ft. McHenry or would continue on the south side of Ft. McHenry. Mr. McAllister responded that the dredging will include a small east/west channel that heads to Domino Sugar, but essentially stops at Ft. McHenry. However, there are plans to do some dragging to address high spots in the channel that heads toward Canton and parallels Clinton Street. Additional dredging will not be done due to funding and placement capacity limitations.

In addition, Mr. Denney asked if USACE was feeling pressured about the use of open water placement sites near Cape Henry due to current offshore wind installations and expansion scheduled to occur over the next 10 years. Mr. McAllister asked Mr. Denney to clarify if he was asking about encroachment. Mr. Denney stated he was interested in encroachment and expansion of offshore wind installations. Mr. McAllister stated that specific to Cape Henry, USACE would be protective of both the Dam Neck placement site and the Norfolk Ocean Disposal Site (NODS). USACE will exhaust use of the Dam Neck placement site before exercising NODS because it is farther away which obviously increases costs. NODS will provide USACE with decades of placement capacity, but Mr. McAllister will get back to Mr. Denney with more specific information. Mr. Myers stated that his colleagues have been hearing rumors of beneficial reuse options for or near Cape Henry and asked if Mr. McAllister could provide any insight. Mr. McAllister stated that Open Water Placement remains the plan for Cape Henry material but said that the Virginia Bay Enhancement Work Group (VABEWG) has been exploring options including beneficial and innovative reuse for the placement of material from the York Spit. Mr. McAllister stated that Ms. Fidler could provide more information on VABEWG. Ms. Fidler stated Chris Moore from CBF has been engaged in the discussion and has been very helpful. She advised Mr. Myers that the VABEWG group was visiting Poplar Island to show the group what can be done with dredged material. The VABEWG recognizes that the material from York Spit is silty and Poplar Island will provide a great visual of what can be done with similar material. Mr. Myers thanked Ms. Fidler for

keeping the group informed and wanted to confirm the discussions surrounding Mid-Bay providing shoreline erosion protection were ongoing and all options are being explored. MDOT MPA has been learning a lot about Virginia initiatives including their Coastal Resilience Master Plan. VABEWG will be looking for opportunities to sync with VA initiatives since we are looking for a long-term solution for placement of material from York Spit.

Mr. McAllister stated that Katie Perkins would provide the update for Poplar Island. Ms. Perkins stated that the first inflow to the expansion cells has been completed. Ms. Perkins confirmed that Cashman Dredging had demobilized from Poplar Island last week. The Northern Access Channel was utilized for unloading for the first time. The contract was successful with only minor disruptions to inflow due to weather. There is approximately 40% of the 68 mcy capacity remaining at Poplar Island Expansion.

Ms. Perkins stated there are several small construction contracts occurring on-site, but the majority of the efforts have been working with their partner, MES, on aggressive crust management, dewatering techniques, consolidating sand stockpiles and planning for future inflows to optimize remaining capacity.

On behalf of Trevor Cyran, Ms. Perkins provided updates on the Mid-Bay Island Project and Seagirt Study. The main focus for Mid-Bay continues to be moving forward with design of the first Barren Island construction contract. The first construction contract is anticipated for 2022 and includes several thousand feet of stone structures which will protect the existing island and also provide containment for future dredged material. The public notice for the tidal wetlands permit was sent and public hearing is scheduled for November 15 at the Madison Volunteer Fire Hall. *Update: The Public Hearing for the Mid-Bay Project Barren Island tidal wetlands license scheduled for November 15th has been CANCELLED by the Maryland Department of the Environment (MDE). The public notice can be accessed at:*
<https://mde.maryland.gov/programs/Water/WetlandsandWaterways/AboutWetlands/Pages/pubnotj15.aspx>

Written comments, requests to be included on the interested persons list, or requests for a public hearing may be sent by November 29, 2021, to the Maryland Department of the Environment, Attention Mary Phipps-Dickerson, 407 Race Street, Cambridge, Maryland 21613 or at Mary.Phipps-Dickerson@maryland.gov or 410-901-4033.” The Project Partnership Agreement (PPA) has been drafted and is currently with the MDOT MPA for review. The PPA will proceed in order to be ready for receipt of construction funds in 2022. If funding is received, the first contract will be awarded and construction of the first structure will begin in summer of 2022.

The Seagirt Loop Study is a feasibility study currently in the second phase. The team is expecting the Tentatively Selected Plan to be determined by December 2021. The schedule has slipped slightly due to the economic work being delayed; this was originally expected in October 2021. However, Ms. Perkins stated that the study is on schedule to be completed by September of 2023 in the three-year timeframe required. Concurrently, engineering and environmental work is being progressed by CENAB’ partners at MDOT MPA.

Mr. Myers stated that he wanted to amend the statement about MDOT MPA having excellent control of virtual meetings since those that attended the recent DMMP Executive Committee meeting virtually had great difficulty hearing; since the chat function was not accessed during the meeting, Mr. Myers was unable to ask if oysters were being incorporated into the design of the perimeter levee for Mid-Bay.

Angie Sowers from CENAB had previously stated that would be part of the design and Mr. Myers was hoping to get some additional detail on that as well as a Mid-Bay stakeholder outreach group that would be meeting and wanted assurance whoever was participating would consider advancing oysters as part of that design.

Ms. Fidler thanked Mr. Myers for the reminder and stated that she did not attend the first Mid Bay Resiliency Workgroup meeting but understood the first meeting focused largely on acclimating the group. Mr. Rowe stated that oysters did come up at the workgroup meeting, in terms of having someone from the Oyster Recovery Team participate in the Mid-Bay Work Group. Mr. Myers emphasized that it was important to discuss oysters now due the schedule for beginning construction of Barren Island. Mr. Myers reminded the group that CBF has a robust oyster program if the Oyster Recovery Team is currently occupied with other priorities. Ms. Keene reminded Mr. Myers that the working group is in its infancy and expects the focus of the next meeting to be defining a mission, workgroup objectives and identifying relevant partners so that the workgroup can capitalize and leverage expertise and opportunities. There will be quite a few opportunities for dialogue and input.

Mr. Watson stated that he would like to support the statements made by Mr. Myers and affirmed that he had talked with Ms. Sowers about oysters as well and did not feel there was a commitment to pursue this option. In addition, Mr. Watson stated that using oysters could offset impacts to the hydrodynamics caused by placing stone during construction of Barren Island. Mr. Watson offered to reach out to colleagues in NOAA's Chesapeake Bay office to draw on their oyster expertise. Ms. Fidler stated that we want the voices of NOAA and CBF at the work group table. Ms. Fidler noted that Rich Ortt is offering oyster services from DNR as well.

5.0 U.S. Army Corps of Engineers – Philadelphia District Update Michael Hart, CENAP

Mr. Hart reported that bid openings for FY21 maintenance dredging is scheduled for Friday, with awards anticipated for September and work to begin in November. CENAP also has two bridge contracts with bid openings scheduled for this week. Contracts for SR1 and St. George's are expected to be awarded in September and construction will begin later in this year. Neither of these bridge contracts have air gap restrictions. The contract for the Chesapeake City Bridge repair and painting was awarded this week. The Chesapeake City Bridge will have air gap restrictions, but only one span will be closed at a time to minimize disruption. Mr. Hart did not know the air gap height restrictions but was expecting that information from the contractor's work plan soon.

6.0 DMMP Management Committee Mid-Year Report Dr. Peter Goodwin, UMCES Kristen Keene, MDOT MPA

Dr. Goodwin stated that it might be beneficial to recap the first Mid-Bay Resiliency Work Group meeting before segueing into the DMMP Annual Report. Dr. Goodwin expressed appreciation for CENAB's participation in the workgroup. The focus of the discussion was the long-term planning of the Port's DMMP Management plan. Dr. Goodwin mentioned that we are on the cusp of major changes to engineering and MDOT MPA and other stakeholders didn't want to look back at the Mid-Bay project 10 or 20 years from now and regret not implementing certain features into the design. A few of things mentioned were USACE's Engineering with Nature program that is expanding into 2023 which is right within the timeframe for Mid-Bay, the Dutch government has announced Building with Nature and the American Society of Civil Engineers provided an overview of the ARWG in the Coast Mark Council meeting in addition to other agencies offering expertise. Oysters can certainly be a critical component of the Mid-Bay project, however, Dr. Goodwin stated Mid-Bay Resiliency Workgroup should look

beyond oysters to incorporate other design and engineering elements that make it an example. The workgroup should also look at multiple funding sources as a way to incorporate some of these additional enhancing elements. Mid-Bay should inform work occurring around Maryland and the Chesapeake Bay.

Ms. Keene stated that the goal of today's discussion is to discuss the 2021 Annual Report and more importantly, develop recommendations for 2022. Ms. Keene reminded the committee that the Annual Report is prepared by the DMMP Management Committee and presented to the DMMP Executive Committee for review and approval. Dr. Goodwin stated that having someone from the academia present the findings validates MDOT MPA's report. Additionally, the way the DMMP is structured shows that the committee is ahead of the curve with regard to engaging stakeholders.

Ms. Keene stated that the 2021 report will follow the structure of the 2020 report using a truncated format that incorporates more visuals to enhance the messaging. Furthermore, with the expansion of the DMMP micro-site, the report will be downloadable and will also provide links to obtain expanded or more detailed information on specific areas of interest.

The report will begin with a brief introduction and move onto points of pride and areas of focus. The first section of the report will provide a description and status of the projects as well as a look to the future. Next, the report will emphasize the three areas of focus that make up the DMMP: Funding & Policy, Planning and Operations, and Outreach and Education. The report will conclude with recommendations for 2022. MDOT MPA is requesting the DMMP Management Committee provide crucial assistance developing recommendations.

Ms. Keene shared the 2021 recommendations for Funding and Policy. The three recommendations were:

- Engage the Congressional delegation as well as federal and state partners to support sufficient funding for priority DMMP projects and ensure available funding is optimized.
- Work via the American Association of Port Authorities to ensure favorable legislation for the USACE navigation program and projects that benefit Port channels.
- Evaluate external risks and assure the DMMP successfully adapts to changing fiscal and other circumstances while accommodating port growth and dredging needs.

Ms. Keene asked the committee members to provide input on these recommendations for 2022. Mr. Rowe suggested that consideration be given to adding a recommendation on the infrastructure package tracking through Congress. Ms. Keene agreed that language regarding the pending infrastructure bill could be added to the Funding and Policy section and thanked Mr. Rowe for a great suggestion.

Planning and Operations recommendations for 2020 were shared by Ms. Keene. These recommendations make up the bulk of the report because they are key to MDOT MPA's mission and the DMMP.

- Conduct capacity and demand planning beyond a 20-year timeframe to support long-term sustainable dredged material management options and considerations related to climate resiliency.
- Incorporate the potential impacts resulting from climate change into DMMP project planning and implementation and leverage the best science available to quantify carbon sequestration benefits from beneficially using dredged material.

- Implement the 2020 Innovative Use and Beneficial Reuse Strategy & continue to pursue the acquisition of the Tronox property for implementation of long-term large-scale Innovative Reuse and capacity recovery efforts.
- Advance MDOT MPA Critical Project Priorities:
 - Expansion of Cox Creek DMCF
 - Mid-Chesapeake Bay Island Ecosystem Restoration Project
 - Seagirt Marine Terminal Loop Study & Berth 3 Improvements
 - Restore funding for Masonville DMCF vertical expansion
- Evaluate future alternative management solutions such as CAD in Baltimore Harbor.
- Establish an agreement with DNR to clearly establish roles and responsibilities regarding habitat design and future management of the HMI site.
- Engage CENAB, Commonwealth of Virginia, resource agencies, and other stakeholders to identify suitable, cost-effective dredged material placement options for the Virginia Channels.

Mr. Myers stated that he would like to add information about sediment supply for beneficial reuse since it can provide for increases in shoreline elevation to support climate resiliency for sea level rise in addition to the carbon sequestration benefits mentioned in the 2020 report. Ms. Keene thanked Mr. Myers for a great suggestion and said either the carbon sequestration bullet would be edited, or a new bullet would be created to highlight sediment availability and placement.

Mr. Rowe suggested creating a priority project bullet for the Mid-Bay Resiliency Work Group. He knows that the workgroup is currently following some of the existing recommendations from the DMMP Annual Report. Mr. Rowe would like to consider beneficial reuse of material placed at Mid-Bay but recognized that may conflict with the USACE's authorization of Mid-Bay. Additionally, Mr. Rowe wants to formally acknowledge the formation of the workgroup and establish that the workgroup will continue making recommendations on design of Mid-Bay into the future. Ms. Fidler stated that a more in-depth discussion should occur during the workgroup meeting but addressed Mr. Rowe's concern regarding limitations on the USACE's authorization for Mid-Bay. Ms. Fidler indicated that while innovative reuse or beneficial reuse of material on James Island may not be possible, the workgroup should explore possible alternatives or uses with partners such as alternative locations, or shallow draft collaborations with DNR and other options and alternatives. Ms. Keene reiterated the significance of the Mid-Bay Resiliency Workgroup and the opportunity it presents to work with our sister agencies on initiatives to consider for the future.

There are three recommendations for Outreach and Education in the 2020 Report.

- Engage all stakeholders equitably to increase the public's knowledge of the Port of Baltimore, port operations and dredging program, and their importance to the State of Maryland.
- Recruit DMMP committee members and engage stakeholders that reflect the diversity of the communities adjacent to, and impacted by, the Port of Baltimore and ensure the benefits of MDOT MPA restoration projects and programs are distributed equitably without disproportionate impacts on vulnerable populations.
- Pivot outreach and education programs to align with COVID precautions while continuing to effectively engage a diverse array of constituents in decisions regarding dredged material management to ensure that the DMMP is executed in an inclusive, timely and mutually beneficial manner.

Ms. Keene asked the committee members if they had suggestions on these recommendations for the 2022 report. Ms. Jones mentioned that items from 2020 are still underway including using webinars to reach new audiences. Ms. Jones suggested incorporating outreach in urban communities to provide exposure to the environment to encourage pursuit of environmental education or careers by engaging through school science clubs, etc. Additionally, because US Fish and Wildlife has someone at Masonville Cove for this purpose, perhaps utilizing that person to engage with local communities and schools.

Dr. Goodwin mentioned highlighting the HMI COC 40th Anniversary. Mr. Ortt stated that DNR would be happy to participate in a STEM day or career fair at Masonville.

Ms. Fidler mentioned investigating opportunities to pilot a program at Masonville with Living Classrooms and the National Aquarium. This pilot is rooted in a previously approved plan developed by SHA and MDE that would fund environmental education and citizen stewardship efforts, quantify those efforts, track outcomes, put performance measures in place and determine if the results could be quantified in a way that would allow them to be used as restoration credits to help meet a TMDL permit. SHA doesn't currently have a need for those credits and has additionally suffered severe funding cuts due to COVID, but recognized the importance of this pilot and that it would be the first program of its kind in the Bay/watershed wide and was taken from the Chesapeake Bay Program's book indicating that this could be a best management practice, and given MDOT MPA's long-standing relationship with Masonville Cove, there might be an opportunity for MDOT MPA to step in in place of SHA. It seems to be an innovative and creative way to fund a really important need for environmental education and citizen stewardship but also assist in meeting permit requirements. Ms. Fidler stated it will need to be an exceedingly transparent in order to validate any resulting credit. MDOT MPA wants to fully explore and vet the process over the 2-3 years of the pilot. MDOT MPA will be applying for grants to help fund this effort. Finally, Ms. Fidler stated that maybe a recommendation could be made to capture these creative and innovative approaches and tie them to permit credit opportunities. Ms. Fidler stated this pilot ties back to statement made by Mr. Denney and Mr. Rowe several years ago about the possibility of the private sector funding these types of programs as mitigation for permits and critical area impacts.

Ms. Keene advised the Committee that MDOT MPA would take the recommendations and suggestions from today's meeting to formulate draft 2022 recommendations. Those draft recommendations will be shared with the committee for review and consideration in advance of the next meeting on November 17th. The goal is to provide committee members with ample time to review and consider the recommendations.

Ms. Fidler stated that in the past, the report has been sent for review and comments prior to a quick meeting finalizing the report prior to sharing recommendations at the DMMP Annual meeting. This year a decision was made to afford the committee more time to review prior to sharing the recommendations. The November 17th meeting will be a full DMMP Management Committee meeting rather than a quick meeting solely to approve the report. The DMMP Annual meeting will be held on December 8th, thus removing the pressure to immediately report on the recommendations.

7.0 Closing Comments and Adjournment

Ms. Kristen Fidler, MDOT MPA

Ms. Fidler thanked everyone for attending and for the commitment to the committee. The meeting was adjourned.