

DRAFT
SUMMARY OF THE DREDGED MATERIAL MANAGEMENT PROGRAM
MANAGEMENT COMMITTEE MEETING
June 23, 2021, 10:00 AM
Virtual Meeting

Attendees:

Angie Ashley Consulting: Angie Ashley

Association of Maryland Pilots (AMP): Eric Nielsen

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): Marni Dolinar, Jeff Halka and Oliva Gullledge

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,
Kristen Fidler, Tom Hall, Margie Hamby, Katrina Jones, Kristen Keene and Holly Miller

National Oceanic and Atmosphere Administration – 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

Action Items:

1. Provide follow-up information to the DMMP Management Committee members:
 - a. [Link](#) to ribbon-cutting event for “Gwynnda the Good Wheel of the West” - Complete
 - b. [Link](#) to DMMP Mid-Year Report to the DMMP Management Committee - Complete
 - c. [Link](#) to the 2020 Chesapeake Bay & Watershed Report Card - Complete
2. Discuss next steps for Mid-Bay and possibly creating a Mid-Bay Resiliency Work Group with CENAB. - Complete
3. Identify and highlight social justice and environmental justice components of the DMMP Mid-Year and Annual Reports. – Ongoing discussions continue on how best to capture and feature this throughout DMMP materials

1.0 Introductions, Approval of Meeting Summary

Ms. Kristen Fidler, MDOT MPA

Ms. Fidler welcomed attendees and called the meeting to order. The summary of the March 24, 2021 meeting was approved without changes.

2.0 DMMP Citizens Advisory Committee (CAC) Update

**Mr. Adam Lindquist,
CAC Chairperson**

Mr. Lindquist stated that he has been impressed by MDOT MPA’s ability to pivot to virtual meetings during COVID and he is excited to see how MDOT MPA adapts to providing hybrid opportunities in the future.

A joint DMMP CAC/Harbor Team meeting was held May 12, 2021. BGE gave a presentation on the BGE Key Crossing Resiliency project. The project will replace underwater power lines with overhead power lines in the Patapsco River. BGE is conducting outreach to ensure coordination with the port community to eliminate disruptions to operations and shipping. Additionally, there may be some oyster restoration opportunities on the structures BGE is constructing in the Patapsco River.

The Waterfront Partnership held a virtual ribbon-cutting ceremony on May 27th for the Middle Branch trash wheel that was partially funded by MDOT MPA. Mr. Lindquist thanked Ms. Fidler for participating in this virtual event and encouraged the DMMP Management Committee members to watch the event using the [Link](#) provided in “chat.” Mr. Lindquist stated that the new trash wheel, “Gwynnda the Good Wheel of the West” is permanently located at the end of the Gwynn Falls. This new trash wheel is expected to capture 300 tons of debris each year. Because the new trash wheel is located in a heavily forested area of the Middle Branch, “Gwynnda” is equipped with a unique grappling arm to move large woody debris. For the ribbon-cutting event, the grappling arm was used to sprinkle Old Bay on Gwynnda’s conveyor belt as a way to bring things to life in Baltimore.

Mr. Lindquist thanked Ms. Jones and Ms. Ashely for the June 4, 2021 tour of the Cox Creek DMCF attended by him and Ms. Anita Kestel, chair of the Masonville Citizen’s Advisory Committee. He appreciated the opportunity to visit the new building that includes repair bays, the dike and natural areas of the site. Mr. Lindquist stated that he is looking forward to enjoying the natural areas, particularly the trails once they are available.

The Masonville CAC met virtually on June 15. Mr. Lindquist also noted that Masonville Cove had 46 visitors over the Memorial Day weekend with 20 of those being first time visitors.

Mr. Lindquist also stated that the Waterfront Partnership is undertaking a Water Trail Master Planning Process. The Waterfront Partnership has already established an Advisory Team including those that currently use the Inner Harbor and Middle Branch for recreation. The Waterfront Partnership expects to issue an RFP in the next month with the goal of mapping access points and defined routes. The end goal is to encourage safe paddling and establish rules of the road for recreational users.

Question: Ms. Hertz asked if Waterfront Partnership has coordinated with DNR to incorporate their water trails into DNRs existing maps.

Response: Mr. Lindquist replied that DNR has agreed to review and comment on Waterfront Partnerships plan as it is being developed. He acknowledged the importance of coordinating with DNR and Baltimore City’s Department of Land Use and Recreation especially as they hope to gain state and/or federal funding to implement the plan.

Ms. Hertz encouraged Mr. Lindquist to also contact Baltimore City’s Department of Transportation and SHA to coordinate activities for access points for kayaking. Ms. Fidler asked Ms. Hertz if she could recommend a point of contact for Mr. Lindquist. Ms. Hertz suggested following up off-line since it could be SHA Structures Department and/or MDTA.

Question: Rupert Denney reminded Mr. Lindquist that Baltimore is a working Harbor and encouraged Mr. Lindquist to communicate with POB on defining routings for safety. He also encouraged communicating with the Coast Guard since the Coast Guard regulates safety distances for terminals and ships.

Mr. Lindquist acknowledged that safety is foremost and Ms. Fidler agreed that MDOT MPA will help facilitate POB concerns and issues related to safety to the appropriate parties.

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

Mr. Hart reported that the District is current working on the FY21 maintenance dredging of the canal. Currently the Corps anticipates awarding a contract in September 2021 with approximately 350,000 cy of material to be dredged from the southern approach channels. The material will be placed in the Pearce Creek DMCF. Mr. Hart stated that the water quality certification for Pearce Creek was extended by MDE for one year, and that CENAP is in discussion with Maryland to issue a multi-year water quality certification.

CENAP also has several contracts for bridge repairs. The contract for the Chesapeake City Bridge repair and painting was awarded last week. There will also be contracts for repair on the SR1 Bridge and St. George’s Bridge. The SR1 and St. George Bridge repairs will not affect air gap. The Chesapeake City Bridge will have air gap restrictions, but only one span will be closed at a time to minimize disruption. Currently, Mr. Hart did not know those height restrictions.

**5.0 U.S. Army Corps of Engineers – Baltimore District Update Kevin Brennan, CENAB
Graham McAllister, CENAB
Katie Perkins, CENAB**

Mr. Brennan stated that Colonel Litz would be transitioning out of the District on July 16, 2021. Colonel Estee Pinchasin will assume the command. Colonel Pinchasin is the first female District Engineer for Baltimore. Mr. Brennan stated that he and Ms. Fidler had the opportunity to meet with Colonel Pinchasin, and Mr. Brennan is very excited to work with her.

Mr. Brennan also stated that Katie Perkins is attending today’s meeting. Ms. Perkins is a Navigation employee that has been detailed to Project Management, and Mr. Brennan invited the committee to welcome her.

Mr. McAllister stated that his briefing would cover CENAB’s dredging plans currently in progress and those planned for later in the year. The first project is a current contract with Cashman Marine that is underway for maintenance dredging of the Craighill Angle and Swan Point segments of the Maryland approach channels. Cashman has dredged approximately 625,000 cy from Craighill Angle and should be wrapping up soon and moving on to Swan Point where a little more than 1 mcy will be dredged in that segment. The material will be taken to the expansion cells at Poplar Island. This contract should wrap up in August of this year.

Mr. McAllister presented a photo of Cashman’s dredge, the *Dale Pyatt*; it is the largest clamshell dredge in the Western Hemisphere. It is currently in use at Craighill Angle. A second dredge, the *F. J. Bellissimo*, is also working at the Craighill Angle; it is slightly smaller. The *Dale Pyatt* has approximately a 60 cubic yard bucket and the typical bucket is about 40 – 50 cubic yards.

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. The solicitation should go out early next month with award of a contract by the end of September. The work is not slated to begin until winter of this year to avoid potential harmful impacts to endangered sea turtles.

The third contract action was enabled through the award of some additional funds received through the FY21 work plan. Those funds were received at the end of January. Mr. McAllister stated the Corps is finalizing specifications and plans to dredge about 1 mcy from the Cutoff Angle and the Craighill Entrance Angle with placement at Poplar Island. An additional 500,000 cy will be dredged from Ft. McHenry with placement at Cox Creek. The Corps expects to issue the solicitation and make an award as soon as possible with work to occur during the winter, similarly to Cape Henry to avoid potential harmful impacts to endangered sea turtles.

Mr. McAllister stated that Katie Perkins would provide the update for Poplar Island.

Ms. Perkins stated that the lateral expansion was completed in January 2021 and would provide approximately an additional 28 mcy of capacity. Inflow of dredged material began 3 months after construction was completed. Cashman Marine is currently onsite and inflowing material into cells 9, 10 and 11. Ms. Perkins also stated that Poplar Island has begun unloading at the Northern Access Channel; historically unloading has occurred at the Southern end. While there is not a permanent bulkhead on the Northern end, Cashman has two unloaders set up there and there have been minimal issues to date. The Corps is excited to be utilizing the expansion cells and these cells should allow for the placement of dredged material through 2032.

Mr. McAllister mentioned that the Project Manager for Mid-Bay, Trevor Cyan, had a conflict so he would be presenting updates on Mr. Cyan's behalf. Mr. McAllister stated that design of the Barren Island component of the project continues to progress, and the joint permit application, essentially a construction agreement, for Barren Island was submitted in May 2021. The Project Partnership Agreement (PPA) has been drafted and provided to MDOT MPA for review. Construction will begin next fiscal year, pending receipt of funding.

The Corps is continuing work on the Seagirt Loop Study. The next milestone is the Tentatively Selected Plan (TSP) planned for November 2021. The PMP, Project Management Plan, was approved in May. The economic analysis is currently being performed by the Deep Draft Planning Center of Expertise out of the Mobile, AL Corps District. Concurrently, engineering and environmental work is being conducted by MPA and their consultants.

Question: Mr. Rowe asked if a Mid-Bay Project Team would be established similar to what had occurred for Poplar Island, and if the Corps could speak to this request.

Response: Mr. McAllister replied that he would defer to Mr. Cyan for a more detailed response; there has been public engagement and more is planned as well. Ms. Miller confirmed that there would be opportunity for input and the intent is to model the process used for development of Poplar Island when the timing is appropriate.

Question: Mr. Brennan asked Mr. Rowe to clarify if he was referring to working groups created for Poplar Island.

Response: Mr. Rowe stated that he believed that when Poplar was underway there were some changes to design and opportunities to influence the project outcome. Mr. Rowe wants to clarify if there is opportunity for the same input for Mid-Bay, and if the Corps anticipated a similar structure to what happened for Poplar.

Ms. Fidler confirmed Ms. Miller's statement and added an action item for Mr. Rowe, Mr. Cyan and MPA to meet to discuss timing and next steps with a focus on resiliency and co-benefits to partners since Mr. Rowe has expressed that suggestion/request previously. Ms. Fidler stated that the James Island portion of the Mid-Bay represents the bulk of the project with final design to begin this time next year.

Furthermore, Ms. Fidler mentioned emphasized that MPA is looking forward to in-person meetings and open house events related to Mid-Bay that will allow partners, stakeholders and citizens to visit Poplar Island so it can be seen as a model and envision what will happen with Mid-Bay. MPA has been hindered somewhat during the last 16 months by the virtual environment. MPA has pivoted with newsletters and webinars but that doesn't meet the same goals and objectives as in-person visits in terms of helping individuals visualize the outcomes. MPA is looking forward to those in-person opportunities for outreach. In fact, those in person efforts are underway; an in-person meeting was held with the watermen last week. Ms. Fidler emphasized that MPA wants to be listening to feedback stakeholders provide such as Mr. Rowe has stated for resiliency and oyster restoration, and using that to inform the process and project while still working within the parameters of the project, specifically the project authorization.

6.0 DMMP Management Committee Mid-Year Report **Kristen Keene, MDOT MPA**

Ms. Keene stated that despite the challenges the last 18 months has presented, MDOT MPA has been working hard on the goals the DMMP Management Committee helped formulate in the 2020 DMMP Annual Report.

Both the report and presentation are in the file share folder [Link](#) provided on the meeting agenda. This year's Mid-Year Report is a total of three pages. Page one recaps the recommendations from the 2020 Annual Report. Page two reviews the Quarter One accomplishments and page three reviews the Quarter Two accomplishments with a sneak peek into Quarters Three and Four. The recommendations have been broken down by category: Funding & Policy Recommendations, Planning & Operations Recommendations and Outreach & Education Recommendations.

Ms. Keene stated progress on the goals for Quarter 1 and Quarter 2 using the categories mentioned above.

Funding & Policy Recommendations

- MDOT MPA is advocating for \$38 million for the Corps and tracking its inclusion in the President's FFY 2022 budget, the Corps FFY 2022 Work Plan, or as a Congressional community-designated program.
- In conjunction with AAPA, MDOT MPA supported implementation guidance for WRDA 2020 leading to Congress including renewed support for beneficial use projects like Mid-Bay for aquatic ecosystem restoration projects that provide substantial economic and environmental benefits. Ms. Keene stated that this language solidifies Congress' intent to value environmental benefits and impacts rather than solely focusing on the lowest cost options for placement of dredged material.

Planning & Operations Recommendations

- The expanded Cox Creek dike has been widened to 200' and the uniform elevation has increased to 36' feet; this is consistent with the elevation of the existing site prior to the expansion. Additionally, the foundation for the elevation to 60' was built using material borrowed from the MPA's existing upland site. This represents a major milestone. The DMMP CAC visited for a tour recently and MPA is geared up to provide tours. Ms. Keene encouraged everyone to take advantage of tour opportunities.
- Implementation of the Innovative Reuse and Beneficial Use (IRBU) strategy has begun. Most notably, the Board of Public Works approved a series of contracts for the research and development solicitation. That solicitation is still open. Five awards have been made and more are anticipated. Also, the Ridgley's Cove project is complete. Ms. Keene thanked our partners at Baltimore City, Baltimore Development Corporation, Top Golf and a series of consultants for assisting with this project. A special thanks goes to MDE for walking MPA through a large-scale demonstration project of blending dredged material and using it as remedial capping material.
- Poplar Island Expansion was completed; adding an additional 575 acres of capacity, creating over 1,700 acres of habitat for restoration.
- A 5-Year HMI Interagency Agreement was executed among DNR, MPA and MES. This agreement defines the roles and responsibilities of the respective agencies and how to move forward with the design and maintenance of habitat restoration of the south of north cells. This roadmap determines how HMI will reach a final restoration stage and be maintained thereafter.
- Mid-Bay Pre-engineering and Design Phase (PED) continues. Opportunities for outreach on the Mid-Bay project will be communicated far and wide.
- Seagirth Berth 3 dredging, including wideners and turning basin, was completed.
- Planning and site investigations for the next pilot CAD cell location are underway.
- MDOT MPA, the Corps and Virginia Marine Resource Commission (VMRC) are coordinating to explore alternative placement sites for dredged material in Virginia.
- An update to the Coastal Resilience and Climate Change Vulnerability Assessment is being explored. This assessment will look at vulnerabilities of all MPA sites, terminals and dredged material containment facilities, to understand the resiliency features or lack of features for each location. More information will be provided on how the assessment unfolds during the year.

Outreach & Education Recommendations

- All education and outreach programming was moved to or conducted on a digital format including hosting two digital spotlight webinars, one on using dredged material beneficially and one specific to the Mid-Bay project. Two additional webinars are planned this year. Additionally, a virtual BPA Hiring and Career Expo was held. This event was attended by 29 employees and over 275 job seekers. MDOT MPA is also exploring hybrid options for future events, such as being able to tour Dredged Material Containment Facilities virtually when not able to visit in-person.
- Furthermore, MDOT MPA is forging relationships with Historically Black Colleges and Universities, such as Morgan State and Coppin. MDOT MPA is beginning to work more closely with these colleges and build partnerships.
- New guidelines are being developed to safely respond to a phased reopening of in-person meetings and events. MPA is looking forward to welcoming everyone back to our sites.
- Friends of HMI has been formed and will eventually replace the HMI COC which has been in place for 40 years. Ms. Keene recognized the dedication and stewardship of the HMI COC members.

- Gwynnda, the Good Wheel of the West was installed at the mouth of the Gwynn Falls. MDOT MPA values its relationship with the Waterfront Partnership and is pleased to add another trash wheel to the family.
- While the Masonville Cove Education Center remains closed, outdoor activities are continuing. The Maryland Geocaching Societies Annual Cache Across Maryland attracted more than 200 visitors, including MPA's Ms. Katrina Jones. If you need any recommendations for geocaching locations, please ask Ms. Jones; she has been hitting the trails. For the first time, Masonville opened for Memorial Day weekend with a total of 46 visitors, 20 of whom were first time visitors to Masonville. Finally, three eaglets hatched at Masonville. Masonville is home to the only nesting pair of bald eagles in Baltimore City.

Ms. Keene provided insights into expectations for Quarters 3 and 4 as well.

- Masonville dike raising and design to begin. MPA is hoping to restore funding.
- Negotiations will continue for the property adjacent to Cox Creek.
- The Virginia Bay Enhancement Work Group (VA BEWG) will recommend placement alternatives or new options.
- Test and implement COVID-safe tours at MPA facilities.
- Advertisement and a public hearing for Barren Island portion of Mid-Bay permitting will occur in the second half of the year; expect to receive notification from MPA.
- Fleming Park offshore restoration and resiliency design and engineering plans will be completed. Although the DMMP Management Committee has not received an update in some time, the team has been working hard on the pre-design investigation and report, and updated modeling activities. Updated designs and engineering plan are expected in the second half of the year.
- Launch the IRBU website tool. Ms. Keene stated that if you participated in the IR Workshop #2, you got a sneak peek at the website and tool. The purpose of the IRBU tool is to provide stakeholders with a formal dredged material request process.

Ms. Fidler thanked Ms. Keene for her presentation and announced the Ms. Ashley would share the Mid-Year report on the screen so the committee can view the full report and layout. Ms. Fidler stated that Ms. Hamby would send the report to the committee and reminded everyone that the report is accessible through the file share folder on the agenda.

Question: Dr. Goodwin complimented Ms. Keene on the presentation and MPA on the webinars; they were fabulous, and the content came through clearly. Dr. Goodwin suggested that in looking at the Governor's statement on the importance of social justice and environmental justice around activities going on around the city and really the entire state, whether it is beneficial to specifically identify activities in the report currently happening related to social and environmental justice?

Response: Ms. Fidler thanked Dr. Goodwin for the timely and relevant suggestion and confirmed the need to communicate how social and environmental justice is woven into our program and to highlight the importance that MDOT and all of the business units are placing on environmental justice. MPA is working with MDOT on the implementation of an agency wide plan. Ms. Fidler stated this would be an action item.

Ms. Fidler thanked the partners and the team for weathering this transformational time both in terms of moving to a virtual environment and the economic downturn. MPA has continued to move

forward in our mission to keep waterborne commerce moving as well as honoring our commitments advancing the recommendations in the Annual Report.

Question: Mr. Watson would like to know more about the IRBU tool and its intended audience.

Response: Ms. Keene stated that she would be happy to meet offline to review in detail, but basically the tool provides information on the Innovative Reuse and Beneficial Use Program as well as facilitating the process on how to request dredged material, and will also be used to share program data. Ms. Keene will follow up via e-mail with Mr. Watson.

7.0 Open Discussion

Kristen Fidler, MDOT MPA

Ms. Fidler stated that MPA would like to hear other agency and organization priorities and interests and discuss how they dovetail into the DMMP.

Ms. Fidler asked Mr. Denney if he would like to make any comments regarding the interests of the Baltimore Port Alliance. Mr. Denney stated that prior to the last IRC Workshop, he commented to Ms. Sari Rothrock that it might be time to pivot the focus of the committee from concept of IRBU to the marketing and technical aspects of IRBU. He congratulated MPA and MDE on the years of hard work moving IRBU from concept into acceptance. Mr. Denney suggested meeting offline to discuss how to engage a variety of people - those that want to compost to those building roads. Ms. Fidler acknowledged that the dialog and conversation around IRBU has really advanced and stated the progress has been important. Ms. Fidler also reminded the committee that some of the results from the IRBU research and development RFP would begin being available by the end of the year, and MDOT MPA should be considering how and when to present those results and how best to engage stakeholders. She suggested perhaps holding a two-day workshop or forum.

Mr. Rowe provided an update to the group on Conowingo and advised those that might not know that the dam is filled with sediment which in turn results in increased nutrient loads in the Bay. MDE and the Bay Cabinet have been working on solutions to the Conowingo problem. MDE did enter into a pilot with a contractor to do a more thorough characterization of the sediment including chemical constituents and grain size. Another part of the pilot was to look at innovative reuse options for the material and perform a market analysis. MDE held a meeting recently with the contractor which was attended by Ms. Keene. Mr. Rowe thanked her for providing valuable comments; the meeting was to talk about what happens if a large-scale demonstration occurs. Mr. Rowe wanted everyone to know that a lot of activity is occurring; he hopes to have the sediment characterization report posted to the MDE website soon, but wanted the Management Committee to know there is a lot of discussion about dredging and potential partnership opportunities. [RAP Implementation and Closure Report \(maryland.gov\)](#) is now available. It is a priority for the state to figure out how to manage sediments at Conowingo. Additionally, MDE is also pursuing ways to work climate resiliency into their permits, approvals and decision making. MDE hopes to have a website soon on MDE's resiliency priorities and Mr. Rowe will communicate when that is available. [WSA Climate Change \(maryland.gov\)](#) is now available.

Dr. Goodwin stated that yesterday the 2020 Bay Watershed Report Card was released. Dr. Goodwin stated that in spite of the weather, the Bay continues to improve. He noted that this report card includes four new indexes: stewardship, protected lands, heat vulnerability and walkability. Many of these indexes are getting toward social justice issues mentioned earlier in the meeting. The [Link](#) will be posted in the chat and hard copies are also available. Dr. Goodwin thanked the agencies in the meeting that are called upon to provide the vast amount of information needed to update the report card.

Captain Neilsen stated a concern that not having two sites in the Harbor able to accept dredged material is creating a back log of dredged material. With only one site available, site capacity is limited to accepting 500,000 cy; he reiterated that the annual harbor maintenance dredging is equivalent to 1 mcy. It is vital to get the second site back online as soon as possible.

Ms. Fidler acknowledged that accepting material to keep the channels navigable is core to MPA's mission. Pausing the dike raising at Masonville due to cost containment measures did have impacts. Ms. Fidler stated how important the need is to advance all other options as well, such as recovering material from Cox Creek, CAD and other concepts like geotubes.

Ms. Miller stated that the cuts MPA experienced due to COVID did delay plans to raise the dikes at Masonville, but MPA hopes to get that back on track shortly and will also explore all other options for placement and use of dredged material available.

Mr. Denney stated there is a contradiction occurring. Mr. Rowe mentioned dredging the Conowingo sediments and questioned where the Conowingo sediments will be placed, particularly with limited placement capacity available. Mr. Denney would like to see capacity at MPA sites reserved for Harbor dredging materials. Ms. Fidler stated that MPA has no intention to accept sediments from the Conowingo; that is not part of MPA's mission to maintain the 50' navigation channel system.

Mr. Ortt expressed appreciation on behalf of DNR for MPA's participation in their projects. Mr. Ortt wants the Committee to know that DNR does dredging also, usually for small channels and is using the BUILD tool to identify areas that need restoration or resiliency features. Mr. Ortt thanked MPA and the Corps for working with Jackie Specht and others on dredging and the BUILD tool. Mr. Ortt encouraged everyone to continue working together and see how that effort can be expanded to achieve efficiencies and cost savings.

Ms. Fidler agreed that the BUILD tool is a great resource and will continue to recommend to local counties and other interested stakeholders.

8.0 Closing Comments and Adjournment

Ms. Kristen Fidler, MDOT MPA

Ms. Fidler thanked everyone for attending and adjourned the meeting. MPA will follow up on the action items discussed during the meeting.