

FINAL DRAFT
SUMMARY OF THE DREDGED MATERIAL MANAGEMENT PROGRAM
MANAGEMENT COMMITTEE MEETING
September 23, 2020, 10:00 AM
Virtual Meeting

Attendees:

Angie Ashley Consulting: Angie Ashley
Association of Maryland Pilots (AMP): Eric Nielsen
Audubon Maryland-DC: David Curson
Baltimore Port Alliance: Rupert Denney
Chesapeake Bay Foundation: Doug Myers
Citizens Advisory Committee: Fran Taylor
Council Fire: George Chmael II, Katie Smith
EcoLogix Group: Steve Pattison
Maryland Department of Natural Resources (DNR): Bruce Michael, Richard Ortt
Maryland Environmental Service (MES): Tammy Banta, Melissa Slatnick, Jeff Halka, Jay Sullivan
Maryland Department of the Environment (MDE): Matt Rowe
Maryland Department of Transportation: John Denniston
Maryland Department of Transportation Maryland Port Administration (MDOT MPA): Sergio Adantor, Dave Blazer, Kristen Fidler, Tom Hall, Margie Hamby, Katrina Jones, Kristen Keene, Holly Miller, Amanda Peñafiel
National Oceanic and Atmospheric Administration (NOAA) - National Marine Fisheries Service (NMFS): Jonathan Watson
University of Maryland Center for Environmental Science (UMCES): Dr. Peter Goodwin, Dave Nemazie
US Army Corps of Engineers, Baltimore District (CENAB): Kevin Brennan, Justin Callahan, Jeremiah Spiga, Ray Tracy
US Army Corps of Engineers, Philadelphia District (CENAP): Michael Hart
US Fish and Wildlife Service: Chris Guy

Action Items:

1. Mr. Tracy will coordinate with MDOT MPA to schedule a kickoff meeting for the Seagirt Loop Deepening Study project in October 2020.
2. Ms. Miller will provide more information to DMMP Management Committee members regarding the CAD pilot project and potential future locations of CAD placement sites.

1.0 Introductions, Approval of Meeting Summary

Ms. Kristen Fidler, MDOT MPA

Ms. Fidler welcomed attendees and called the meeting to order. Ms. Fidler requested comments on or changes to the June 24, 2020 Dredged Material Management Program (DMMP) Management Committee meeting summary. Mr. Blazer requested that “ship goals” (page 3, paragraph 2, section 2.0) be changed to “ship calls”. Mr. Watson requested that his affiliation be changed from National Oceanic and Atmospheric Administration (NOAA) - Chesapeake Bay Office to NOAA National Marine Fisheries Service (NMFS). With those changes, a motion to accept the meeting summary passed unanimously.

2.0 DMMP Citizens Advisory Committee (CAC) Update Mr. Fran Taylor, CAC Member

Mr. Taylor stated that DMMP and community meeting attendance has increased since the meetings switched from in person to virtual in March 2020. Budgetary impacts of the Coronavirus pandemic (COVID-19) have been discussed at both the DMMP CAC and Hart-Miller Island (HMI) Citizen's Oversight Committee (COC) meetings, both of which Mr. Taylor attends.

Due to COVID-19, the annual HMI 5-miler race was canceled this year and additionally, the Design with Dredge project at HMI, which included on-site recommendations for dredged material applications, has been postponed indefinitely due to budget cuts. While budget cuts are limiting site operations, visitor counts at the park portion of HMI have increased during COVID-19. Mr. Taylor stated that the HMI COC was originally formed to monitor citizens' concerns and operations, such as inflow. Since inflow ceased at HMI in 2009, the group has transitioned into a 'Friends of HMI' group tasked with citizen outreach and engagement of local communities. Paul Brylske, Chair of the HMI COC, has recently met with the Maryland "Friends-Of-State-Parks" non-profit group to transform the HMI COC into an established Friends-of-HMI non-profit.

MDOT MPA and Maryland Department of Natural Resources (DNR) have an existing memorandum of understanding (MOU) in which DNR will manage HMI with MDOT MPA's assistance. MDOT MPA and DNR are currently discussing terms for a new MOU because the current MOU expires in 2020.

Mr. Taylor stated that 2021 is the 20th anniversary of the Dredged Material Management Act (DMMA). With this upcoming anniversary, MDOT MPA continues to prioritize public outreach and community engagement as dredging operations across the state continue to evolve.

3.0 Corps of Engineers, North Atlantic, Baltimore (CENAB) and Philadelphia (CENAP)

Mr. Michael Hart, CENAP

Mr. Kevin Brennan, CENAB

Mr. Ray Tracy, CENAB

Mr. Justin Callahan, CENAB

Chesapeake and Delaware (C&D) Canal Maintenance Dredging

Mr. Hart announced that he is the new project manager for the C&D Canal maintenance dredging project, replacing Gavin Kaiser. The US Army Corps of Engineers (USACE), North Atlantic, Philadelphia (CENAP) recently awarded the C&D maintenance dredging contract to Great Lakes Dredge and Dock (GLDD). The project scope entails maintenance dredging of the upper Chesapeake Approach Channel to the C&D Canal. Approximately 400,000 cubic yards (CY) of dredged material will be placed at Pearce Creek and Reedy Point South. The Federal Fiscal Year 2020 (FFY20) budget allowance for this project is \$9.5 million. Dredging is expected to begin in early October 2020.

Baltimore Harbor and Maryland Approach Channels Update

Mr. Brennan stated that dredging of the Baltimore Harbor Channels took place from February to July 2020 under a USACE North Atlantic, Baltimore (CENAB) FFY19 contract, and approximately 2.9 million cubic yards (MCY) of dredged material were removed. Approximately 680,000 CY of dredged material was removed from the Baltimore Harbor and Brewerton Channel and placed in the Masonville Dredged Material Containment Facility (DMCF). Approximately 2.2 MCY were removed from the Brewerton Eastern Extension and Tolchester Channel and placed at Poplar Island. The York Spit Channel was dredged for the first time in 10 years. The dredging started in May and finished in September 2020.

Mr. Halka asked where the York Spit dredged material was placed. Mr. Brennan stated that the material was placed in the northern extension of the Wolf Trap Alternate Placement Site (WTAPS). The Commonwealth of Virginia requested that the material be placed further north than the WTAPS, and MDOT MPA paid the cost to haul the dredged material to the placement site.

USACE will advertise a contract to dredge the Cape Henry Channel in Virginia waters as well as the Craighill Angle Channel and Swan Point Channel.

Virginia Channels DMMP Update Preliminary Assessment

MDOT MPA, the Virginia Marine Resources Commission (VMRC), and CENAB performed a preliminary assessment to investigate alternative placement sites for dredged material from Virginia Channels and the potential for updating the DMMP. The assessment concluded that there is no update needed to the DMMP at this point in time.

Seagirt Loop Deepening Study

Mr. Tracy stated that Colonel John Litz (CENAB) approved the Seagirt Loop Deepening Study Feasibility Cost Sharing Agreement with MDOT MPA. Mr. Tracy will coordinate with MDOT MPA to schedule a kickoff meeting for the Seagirt Loop Deepening Study project in October 2020.

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

Mr. Tracy stated that the design of Barren Island was initially intended to be contracted to an architecture and engineering services firm; however, the design is now being completed by CENAB. Soil surveys and coastal modelling will be completed soon.

CENAB is planning to complete more cultural surveys this winter to augment the previous survey of the access channel at James Island. The first survey found a historical record of Susquehanna River channels that existed during the most recent ice age. Those sites will be examined to ensure that there are not any Paleolithic artifacts.

Mr. Tracy stated that CENAB is proceeding with procuring and executing the first construction contract for Barren Island with plans and bid documents intended to be completed by March 2022. The bid documents including the plans for James Island are expected to be completed by April 2024.

Mr. Myers asked if there is a potential for oyster reefs to be associated with perimeter armoring. Mr. Tracy stated that the potential for oyster reefs to be a part of the perimeter armoring can be discussed at the quarterly meetings or in separate meetings between MDOT MPA and USACE. At those meetings Mr. Tracy will discuss the status of the design and prepare a presentation mapping out the design approach, including a summary of the authorization of the project. Mr. Curson, Mr. Myers, Mr. Rowe, Mr. Michael, and Mr. Watson expressed interest in being a part of a potential Mid-Bay working group.

Poplar Island

Mr. Callahan stated that the expansion construction of Poplar Island is progressing on schedule. The Lateral Expansion Contract 2 is complete, the Lateral Expansion Contract 3 is scheduled for completion in November 2020, and the Lateral Expansion Structures Contract is scheduled for completion in January 2021, in time for the next inflow contract to Poplar Island.

4.0 Harbor Development Update

Kristen Fidler, MDOT MPA
Holly Miller, MDOT MPA

Ms. Fidler stated that despite the current funding constraints, the DMMP continues to deliver on their mission to maintain the 50' channel in the Baltimore Harbor Approach Channels, to have a 20-year capacity plan, and to ensure their commitments to environmental stewardship and strong stakeholder engagement.

Ms. Fidler stated that even in an ideal funding scenario, the DMMP 20-year capacity plan has constraints for the Port of Baltimore (POB). There remains a moratorium on accepting material from new private-sector dredging projects. Harbor channel maintenance dredging will be possible with the vertical expansion of the Masonville DMCF to an ultimate dike elevation of +42' Mean Lower Low Water (MLLW) as well as the lateral and vertical expansion of Cox Creek DMCF to a dike elevation of +60' MLLW. The lateral and vertical expansion of Poplar Island and the construction of the Mid-Bay project will create capacity for the material dredged from the Chesapeake Bay channels. The C&D Canal dredged material is placed at the Pearce Creek DMCF. Material dredged from Virginia portions of the Bay will be placed at the WTAPS and the WTAPS Northern Extension.

Masonville DMCF Update

The Masonville DMCF dike construction to +18' MLLW was completed in early April. The vertical expansion of the dike to +30' MLLW that was anticipated to begin winter 2021 has been postponed. The total capacity for the DMCF after the vertical expansion will be approximately 11 MCY. There are currently about 3 MCY of capacity at Masonville DMCF remaining. Water quality issues and discharges remain a critical component of optimizing capacity at the site. The Seagirt Berth 3 Deepening and Maintenance Project will dredge approximately 650,000 CY of dredged material that will be inflowed to Masonville DMCF later in 2020 to prepare for four new super cranes owned by Ports America Chesapeake that will be arriving in April 2021.

Cox Creek Expanded (CCE) Project

The CCE Project base dike widening project was originally scheduled for completion in February 2021, but since the project is ahead of schedule it is anticipated to be complete in December 2020.

Building 201 demolition and remediation has been completed with all contaminated sediments removed and safely disposed. The final completion report was submitted to the Environmental Protection Agency and was accepted in August 2020.

The +60' MLLW dike raising design was completed and the dike construction was put out for bid. Six bids were received at the bid opening in June 2020. Based on the schedule for issuance of permits, construction of the dikes is expected to begin in March 2021. The upland dike construction will occur first and run concurrently with completion of the base dike widening. Dike expansion activities are expected to be completed by August 2024. There are currently 3 MCY of available capacity at the Cox Creek DMCF at the current elevation. The dike raising to +60' MLLW coupled with the lateral expansion will add about 7.6 MCY of dredged material capacity at the Cox Creek DMCF. If the dikes are raised to +80' MLLW, approximately 7.2 MCY of dredged material capacity would be added.

Tradeport Atlantic is actively inflowing approximately 200,000 CY of their site's maintenance dredged material. The inflow will take approximately three months at Cox Creek DMCF.

Maryland's Six-Year Consolidated Transportation Plan (CTP)

MDOT released the CTP in September, representing a \$2.9 billion reduction in funding over the next six years from the previous year's CTP. MDOT MPA and their partners are facing a \$1 billion shortfall. There is currently no funding for Masonville DMCF included in this version of the Fiscal Year 2021-2026 (FY 21-26) CTP, therefore MDOT MPA will pause the Masonville DMCF dike raising. There is a possibility that there could be funding in next year's CTP. MDOT MPA was able to secure full funding for the CCE project. MDOT MPA is confident that all capacity will be accommodated through FY27 from both USACE dredging projects and already established private dredging projects such as the Tradeport Atlantic work, the Seagirt Berth 3 dredging, and the Seagirt Loop Deepening project.

Ms. Fidler stated that the substantive impacts to the MDOT MPA budget largely impacted the Masonville DMCF expansion project. MDOT MPA is examining ways to maximize productivity at the Masonville DMCF. There is the potential to lease the flat land in the Kurt Iron Slip for storage as well as treatment of dredged material for innovative reuse applications.

With small operational cuts to the budget, the mission of MDOT MPA is still able to advance. A significant portion of that mission is the pursuit of the innovative reuse and beneficial use (IRBU) of dredged material. The IRBU request for proposals (RFP) was advertised by MDOT MPA in November 2019 and the first contract was approved by the Board of Public Works in September 2020. There are a few more proposals that will likely be approved soon. These proposals will influence how MDOT MPA plans for future dredged material placement. MDOT MPA is currently working under a new Innovative and Beneficial Reuse strategy. The goal of the Innovative Reuse (IR) program is to recover a total of 500,000 CY of capacity from the Cox Creek DMCF annually. There are several demonstration projects currently active that showcase the possibility of meeting the annual goal including Ridgely's Cove, Fleming Park, and Quarantine Road Landfill. Baltimore City Department of Public Works is interested in the use of more material for the Quarantine Road Landfill project if it is available. Progress continues on the Fleming Park IRBU restoration project, which is funded with support from an MDOT Secretary's Grant. MDOT MPA also continues to be an active participant in the Sustainable Materials Management Maryland (SM3) group. Finally, MDOT MPA has obtained the funding to move forward with the acquisition of the Tronox property adjacent to the Cox Creek DMCF for use to support the IRBU program.

Ms. Fidler stated that the IRBU program has received interest from the private sector as well as a diversity of ideas in terms of the technologies, processes, and products proposed for the various IRBU applications. MDOT MPA has received IRBU proposals that include but are not limited to the manufacture of building products, stormwater management solutions, coastal restoration and resiliency projects, and agricultural applications. The Maryland Department of the Environment (MDE) has recently finalized a Confirmation of Suitability form to be completed by the generator and the recipient of dredged material. This form will guarantee the material quality and the end use application.

Ms. Fidler stated that MDOT MPA remains committed to environmental stewardship, community outreach, and stakeholder engagement amidst budgetary constraints. Protecting and preserving natural resources, connecting, engaging with, and investing in MDOT MPA's community partners continues to be a priority.

Ms. Fidler stated that MDOT MPA is identifying actions needed now to anticipate what the future of the DMMP will look like beyond the 20-year horizon. Challenges and opportunities include:

- Efforts to continue ongoing construction/expansion activities of existing DMCF sites to meet upcoming maintenance dredging needs
- Efforts to ensure long-term, sustainable capacity for dredged material management that can meet both maintenance and new work dredging needs
- Efforts to secure funding (Federal and State) for Mid-Bay construction
- Work with VMRC on continued use of WTAPS Northern Extension and/or agreed upon alternative solution
- The acquisition of additional property to advance long-term, large-scale IRBU processing and distribution operations.

Mr. Goodwin asked what the budget projection was in the 2019 CTP. Ms. Jones replied that the CTP reports are available to the public [at this link](#).

Mr. Denney asked if the CTP includes further cuts to projects such as the MDOT Maryland Transportation Administration METRO Purple Line Construction Project. Ms. Fidler stated that the Purple Line project is included in the projects impacted by the CTP, but she was not aware of the exact impacts. Ms. Fidler stated that there could be additional budget cuts in the future, but MDOT MPA has anticipated different scenarios that will help to identify prioritization if they are forced to have to re-evaluate the budget. Mr. Denney encourages MDOT MPA to develop a second schedule internally of the timeframes for budgetary planning purposes. Mr. Denney stated that the IRBU program may not be possible if there is no money in the private and public sectors to apply for use of the dredged material. Ms. Fidler replied that considering the high level of interest from the private sector and the renewed classification of fill by MDE, she believes there is more potential than ever for IRBU material. Ms. Keene added that the proposals received for the IRBU RFP vary, so there is not an inherent competition that will exist between the different private interests. MDOT MPA continues to develop how to best support and incentivize the use of dredged material in IRBU applications along with other recycled products across Maryland.

Mr. Rowe asked for more information regarding Baltimore City's resiliency plans for the Middle Branch and how dredged material fits in. Ms. Keene replied that the Middle Branch Redesign project team is resuming progress on the development of the final master plan. At the same time the Middle Branch team is still actively pursuing discrete projects that contribute to the vision of the whole revitalization plan. There is still interest in the incorporation of 1 MCY of dredged material in the project, for both in-water and upland use.

5.0 DMMP Priority Projects Update

Holly Miller, MDOT MPA

Seagirt Berth 3 Improvements

Ms. Miller stated that the Seagirt Berth 3 project includes a second 50' berth at the Seagirt Marine Terminal and maintenance dredging of the Seagirt and Dundalk Connecting Channel. Approximately 600,000 CY of material is expected to be dredged from October 2020 through March 2021. The dredging was advertised in July with the bid opening in September. Two bids were received, which are currently under review. It is anticipated that award and notice to proceed for the dredging will be issued by late October 2020, so the dredging can be completed in time for the arrival of new cranes at the end of April 2021.

Mid-Bay Island Ecosystem Restoration

The preliminary investigations required for design of James and Barren Islands are underway. Hydrographic and aerial surveys have been completed for both islands. Geotechnical surveys are almost

completed for Barren Island. The first phase of geotechnical surveys for James Island is expected to be completed by November 2020. MDOT MPA began performing biological surveys for Mid-Bay in Summer 2020 and will continue through Spring 2021 to update the National Environmental Protection Act (NEPA) documentation. As MDOT MPA conducts surveys, they have been coordinating with the regulatory and resource agencies on the scope of the studies as well as the data that is being collected. There continues to be community support for the Mid-Bay project, however due to the COVID-19 restrictions the typical outreach methods used by MDOT MPA have been limited, so a virtual webinar series is being created.

Virginia Bay Channel Material

MDOT MPA and USACE have been actively engaged with the VMRC regarding concerns about impacts to overwintering female crabs due to placement activities in the WTAPS. To help further these discussions, a Virginia Bay Enhancement Workgroup of Scientific and Technical Advisory members has been established and will hold their first meeting on October 21, 2020. The workgroup will be meeting over the next year to identify and discuss potential options such as beneficial use or other solutions for placement of dredged material in Virginia from the Virginia Chesapeake Bay Approach Channels.

Confined Aquatic Disposal (CAD)

MDOT MPA successfully completed the final monitoring for the CAD pilot project in February 2019 and has been working to evaluate the lessons learned and to determine next steps for the program. Several studies have recently begun including geotechnical investigations and hydrodynamic modeling within the Baltimore Harbor to gather additional information that is needed to help determine the next CAD location. MDOT MPA anticipates these studies will be completed fall 2020, so more data will be available soon.

Mr. Denney asked if the Management Committee members could be provided with more information regarding the CAD pilot project. Ms. Miller replied that she will provide more information to Management Committee members regarding the CAD pilot project as well as potential future locations of CAD placement sites. As the information is compiled from the Patapsco River geotechnical borings, MDOT MPA will share the findings.

Mr. Watson asked if there will be biological sampling associated with the CAD site identification or prioritization. Ms. Miller replied that MDOT MPA is in the preliminary stages of conducting an environmental assessment for identifying the next CAD project locations.

6.0 2021 Outreach Plans and Survey

Katrina Jones, MDOT MPA

Ms. Jones stated that 2021 will be the 20th year since the Maryland General Assembly enacted the DMMA. The DMMA prioritizes IRBU as a preferred placement option which includes island creation, wetland restoration, upland placement, containment facilities, and environmental stewardship.

The DMMA established the DMMP and the DMMP committee structure which includes the Management Committee. The DMMP committee structure provides oversight and guidance to the needs of the Port of Baltimore. MDOT MPA has benefitted greatly from the participation of citizens, regulatory agencies, business partners, and scientific experts. As a part of 2021 outreach planning and efforts to increase engagement and efficiencies, MDOT MPA has adapted their method of distributing information to the public due to COVID-19 restrictions. The transition of the DMMP committees to

virtual meetings has been very successful. Moving forward, MDOT MPA hopes to include webinars in addition to or in place of meetings and to shorten or hold less frequent meetings with broader topics.

Ms. Jones stated that there would be a live text-in poll during her presentation to gauge the opinions of the Management Committee members. Ms. Jones asked that those who had already participated in the survey from previous DMMP meetings, to please refrain from answering during the meeting or in the email follow up, since the questions and answers were repeated and added to poll results.

The questions and poll responses were as follows:

1. “Were you a part of the DMMP 20 years ago?”
 - A. Yes - 40%
 - B. No - 40%
 - C. I can’t remember that far back! - 20%
2. “How can we most effectively convey DMMP information to you?” (Select all that apply.)
 - A. Virtual Committee Meetings - 80 votes
 - B. In-Person Committee Meetings - 34 votes
 - C. Newsletters - 46 votes
 - D. Topical Webinars - 60 votes
3. “Between which time(s) would be best for you to participate in a DMMP webinar?”
 - A. 9:00 am – 11:00 am - 43 votes
 - B. 11:00 am – 1:00 pm - 46 votes
 - C. 2:00 pm – 4:00 pm - 38 votes
 - D. 5:30 pm – 7:30 pm - 42 votes
4. “Please select all topics of interest for a webinar series:”
 - A. Mid-Bay Project - 67 votes
 - B. Climate Resiliency - 73 votes
 - C. Innovative and Beneficial Use of Dredged Material - 63 votes
 - D. The Future of Poplar and Hart Miller Islands - 41 votes
 - E. Management of Dredged Material from Baltimore Harbor - 61 votes
 - F. Dredging 101 – Who, How, Why, What - 32 votes
 - G. Wildlife and Conservation at MPA Sites - 61 votes
5. “Which other webinar topics interest you?”
 - A. State of The Port, MDOT MPA 2021, Long Term Planning for The POB, Meet Port Users, Where Will We Go After James Island?, Water Quality Monitoring at Dredging Sites, International Dredged Material Management Highlights, Land Side Water Quality Progress (Algal Turf Scrubber Update), State of The Port, Port Industry Trends, Port Management Innovations, Future Economic Projections From Port Operations, Have Some of Our Stakeholders Give a Webinar on a Relevant Topic!, Green Jobs Opportunities at the POB, Port Automation, Plans for Community Participation at Sites and more.

Ms. Jones stated that as the data is analyzed, MDOT MPA will make definitive plans that will be revealed at the November 6 Annual Meeting. The theme of the Annual Meeting has changed from climate resiliency to focus on the 20th anniversary of the DMMA. There will be a spotlight series included in the November 6 Annual Meeting focusing on the four webinars that will be held throughout 2021. The first webinar will be on climate resiliency to accommodate the interest in the topic. Ms. Jones stated that there may be an opportunity for additional webinars based upon the interest of committee members. MDOT MPA will announce the finalized plans at the November 6 Annual Meeting.

7.0 DMMP 2020 Annual Report Discussion

Dave Blazer, MDOT MPA

Mr. Blazer reviewed the Annual Report and recommendations approval process. The DMMP Management Committee approves the Annual Report recommendations which are then reported at the Annual Meeting and submitted to the Executive Committee for final approval. MDOT MPA has shared the outline and early draft recommendations to collect feedback from the Management Committee at this meeting. The Management Committee will be reviewing the draft of the Annual Report at the October 28 Management Committee meeting, which is a week before the November 6 Annual Meeting. Typically, this review meeting would occur immediately prior to the Annual Meeting, however because both meetings will be virtual, the review will be able to take place earlier.

Mr. Blazer stated that MDOT MPA will be expanding the [microsite website](#) that was established last year for the 2019 Annual Report and 2020 recommendations. Mr. Blazer stated that after feedback of prior annual reports, MDOT MPA's goal is to make this year's Annual Report more public facing, accessible, and presentable, and the microsite will assist in meeting that goal.

Outline of the 2020 DMMP Annual Report

- I. Brief DMMP Introduction
- II. 2020 Points of Pride & Areas of Focus
 - A. Funding & Policy
 1. Budget Priorities
 2. Policy & DMMP Coordination
 - B. Planning & Operations
 1. Planning/Project Development
 - a) Long-Range Capacity Planning
 - (1) IRBU and Capacity Recovery
 - (2) Contingency Planning
 - b) CAD
 2. Construction/Operations
 - a) Cox Creek Expanded
 - b) Masonville DMCF
 - c) Paul S. Sarbanes Ecosystem Restoration Project at Poplar Island & Poplar Island Expansion
 - d) Wolf Trap Alternate Placement Site
 - e) Hart-Miller Island
 3. Outreach & Education
- III. Priority Projects
- IV. Recommendations for 2021

As MDOT MPA continues to adapt in preparation for 2021, the Management Committee recommends the following actions to enable MDOT MPA to maintain the navigation channels that serve the POB, provide a 20-year dredged material capacity plan, promote environmental stewardship, and actively engage stakeholders to drive mutually beneficial economic, environmental, and social outcomes.

- Funding & Policy
 - 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 POB channels.

- Evaluate external risks and assure the DMMP successfully adapts to changing fiscal and other circumstances while accommodating POB growth and dredging needs.
- Planning & Operations
 - 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 using dredged material.
 - Implement the 2020 Innovative Use and Beneficial Reuse Strategy and continue to pursue the acquisition of the Tronox property.
 - 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 the USACE, Commonwealth of Virginia, resource agencies, and other stakeholders to identify suitable, cost-effective dredged material placement options for the Virginia Channels.
- Outreach & Education
 - Engage all stakeholders equitably to increase the public's knowledge of the POB, 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-19 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.

Mr. Rowe stated that amidst this time where social justice and racial inequalities are prominent in society, he would like to see MDOT MPA highlighting in the Annual Report the extensive work that has been done to clean up and create public amenities for disadvantaged communities of color that live adjacent to sites like Masonville Cove and communicating how those efforts will be continued. Mr. Rowe stated that MDOT MPA could also include more of a reference to accomplishments with respect to climate resiliency. Ms. Fidler replied that the recommendation to engage all stakeholders equitably and recruit DMMP committee members that reflect the diversity of the communities adjacent to and impacted by the POB encompasses Mr. Rowe's request. Mr. Rowe stated that he would be interested in seeing a spotlight or a retrospective to highlight the social justice efforts made by MDOT MPA. Mr. Ortt expressed his support for Mr. Rowe's request regarding environmental justice and serving diverse communities. He agreed that MDOT MPA should highlight their role as a State agency that is setting high goals for environmental justice, equity, and diversity.

Mr. Michael stated that DNR is appreciative of MDOT MPA and MES's assistance on HMI over the last five years. He would like to ensure that the collaboration and success of HMI continues to progress amidst funding shortfalls, and he is glad to see it is a part of the report.

Mr. Denney stated that he encourages the Management Committee and MDOT MPA to consider potential future issues that could influence the public's opinion of POB as future reports are drafted. Mr. Taylor agreed that considering the impact that the POB's expansion has on surrounding communities is essential to planning for the future. Mr. Taylor used the expansion of Tradepoint Atlantic as an example stating that the expansion has increased traffic and noise pollution, causing some unease among local residents.

8.0 Closing Comments and Adjournment

Ms. Kristen Fidler, MDOT MPA

Ms. Fidler stated that the next DMMP Management Committee meeting will be held on October 28. The DMMP Annual Meeting will take place November 6. The Executive Committee meeting will take place November 13 with a second meeting in December. Ms. Fidler thanked everyone for their attendance and the meeting was adjourned.