

**SUMMARY OF THE JOINT DREDGED MATERIAL MANAGEMENT PROGRAM
CITIZENS' ADVISORY COMMITTEE & HARBOR TEAM MEETING
August 12, 2020, 6:00 PM
Video Conference**

Attendees:

Angie Ashley Consulting: Angie Ashley
Association of Maryland Pilots: Captain Jesse Buckler
Baltimore City Planning Department: Bruna Atilla
Baltimore County Government: David Riter
Carnegie Plat: Bill Vitek
Chesapeake Bay Foundation: Doug Myers
Community Member: Adam Shemanski
Council Fire: George Chmael, Katie Smith
EcoLogix Group: Steve Pattison
Fort Howard Community Association: Scott Pappas
GEOmatx Surveying and Mapping: Tom McElroy
Kent Conservation and Preservation Alliance: Doug West
Living Classrooms Foundation: Christine Truett, Lorraine Warnick
Maryland Environmental Service (MES): Jeff Halka, Olivia Gullede, Danielle Wilson
Maryland Department of Transportation Maryland Port Administration (MDOT MPA): Dave Blazer, Kristen Fidler, Margie Hamby, Katrina Jones, Kristen Keene, Jill Lemke, Holly Miller, Bill Richardson
National Aquarium: Laura Bankey
North Point Peninsula Council: Fran Taylor
Northgate Environmental: Darrah Donnelly
Patapsco/Back River Tributary Team: Stuart Stainman
Tradepoint Atlantic: Pete Haid
Turner Station Conservation Teams: Gloria Nelson
University of Maryland Center for Environmental Science (UMCES): Elizabeth Price
US Army Corps of Engineers (USACE): Justin Callahan
Waterfront Partnership of Baltimore: Adam Lindquist

Action Items:

- MDOT MPA will respond via email to all the questions entered in the chatbox during the meeting.

1.0 Welcome

Angie Ashley, CAC Facilitator

Ms. Ashley convened the meeting at 6:00 pm and welcomed all attendees. All meeting files are available electronically here: [August 12, 2020 Joint HT/CAC Meeting](#)

2.0 May 13 CAC/Harbor Team Summary Approval

*Adam Lindquist, CAC Chair
Steve Pattison, HT Facilitator*

Mr. Lindquist asked if there were any questions or concerns regarding the meeting summary for the May 13th Dredged Material Management Program (DMMP) Citizens Advisory Committee (CAC) and Harbor Team (HT) meeting summary. Mr. Lindquist asked for a motion to approve the May 13th DMMP CAC and HT meeting summary. The May 13th meeting summary was approved unanimously.

3.0 Harbor Development Update

Kristen Fidler, MDOT MPA

Ms. Fidler stated that the new Executive Director of the Maryland Department of Transportation Maryland Port Administration (MDOT MPA), Bill Doyle, started July 22nd. Mr. Doyle was the former Executive Director of the Dredging Contractors of America Association, served as a member of the Federal Maritime Commission, and is a marine engineer and maritime lawyer by trade.

Ms. Fidler stated that due to the ongoing coronavirus (COVID-19) pandemic, the Port of Baltimore (POB), MDOT, and the Transportation Trust Fund are all experiencing funding shortages, and because of these funding issues, MDOT MPA needs to make program and planning changes. MDOT MPA has strong support from MDOT leadership, as well as the Governor's Office, to maintain Harbor Development's mission critical work to maintain 50' channels, ensure a 20-year plan for capacity, ensure their commitment as environmental stewards, and ensure continued and transparent stakeholder engagement. The 20-year plan comprises the Masonville and Cox Creek Dredged Material Containment Facilities (DMCFs) working together as a system. The existing 20-year plan allows for few alterations, and MDOT MPA has had to work to create a new plan that accounts for the reality of the current economic situation.

Ms. Fidler stated that the Masonville DMCF dike raising to +18' Mean Lower Low Water (MLLW) was completed in April 2020. Currently, Masonville has a total capacity of 3.5 million cubic yards (MCY) remaining. Masonville DMCF will receive material until the Cox Creek DMCF is reopened for inflow. The original plan for the Masonville DMCF was to continue with the base dike widening to support the future dike raising to elevation +30' and then +42' for a total capacity of 11 MCY. MDOT MPA decided to delay the dike widening and subsequent dike raising until funding becomes available. While the Masonville DMCF expansion is on hold, the Cox Creek expansion proceeds.

The MDOT Secretary's Grant that was issued to the Town of Cecilton for the construction of the community water supply line has officially been closed. This project was a demonstration of stakeholder partnership, community engagement, and collective cooperation to reach success. Mr. Myers asked if there is a final report available. Ms. Keene replied that there is not a formal report for the waterline construction component of the Pearce Creek project. However, there are reports related to Pearce Creek DMCF groundwater and surface water discharge monitoring required by the Maryland Department of the Environment (MDE) and conducted by the US Army Corps of Engineers (USACE) Philadelphia District. Additionally, exterior monitoring reports are available that detail the voluntary monitoring conducted by MDOT MPA to evaluate trends on the sediment quality, water quality, and benthic community in the surrounding aquatic environment at [Pearce Creek](#).

Ms. Fidler reported that the material dredged from the York Spit channel is typically placed at the Wolf Trap Alternate Open Water Placement site. Due to concerns from the Virginia Marine Resources

Commission (VMRC) on overwintering female crabs in the area, the York Spit dredged material has been placed in a northern expansion of the placement site. MDOT MPA is committed to working with USACE, Baltimore District, VMRC, and the Norfolk District to investigate alternative long-term solutions. Currently a workgroup is being established to better understand the science of the overwintering female crabs and to decide on the best long-term solution.

The Mid Chesapeake Bay Islands (Mid-Bay) project is moving forward with the pre-construction, engineering, and design phase. MDOT MPA is currently working to strongly advocate for federal partners to secure Federal Fiscal Year 2022 construction funds so that the projects stay authorized. Barren Island will be constructed first, followed by James Island.

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:

- Fleming Park (Turner Station) - MDOT MPA continues to work closely with the Turner Station Conservation Team on the Fleming Park shoreline beneficial use restoration project to move through the permit-ready phase.
- Ridgely's Cove – Approximately 20,000 CY of blended dredged material will be used as the vegetative cover for shoreline park restoration near Ridgely's Cove. The blended material was sampled and approved for use by MDE. Material should be moved from Cox Creek to Ridgely's Cove by the end of August 2020. Mr. Myers asked if the blended material is already stockpiled and dried. Ms. Keene replied that the material is pre-blended and stockpiled at Cox Creek. She stated that the blend is a combination of dewatered dredged material and virgin, undercut soil generated on-site from the construction of the new Operations and Maintenance (O&M) building. The blend has been approved by MDE at varying ratios to be implemented and used at Ridgely's Cove for remedial capping and vegetative cover. Mr. Myers asked for the approximate percentage of dredged material included in the blend. Ms. Keene stated that MDE approved both an 80:20 ratio of dredged material: undercut material and a 60:40 ratio of dredged material: undercut material. The material that will be used for the Ridgely's Cove project will be the 60:40 ratio.

Ms. Fidler stated that the next IR committee meeting is on August 25 invited attendees to join the virtual meeting if they are interested in more information regarding the IR program and the new strategy.

Mr. Stainman asked if IR material will use space at Cox Creek. Ms. Fidler replied that currently almost all available space at Cox Creek is being utilized for the DMCF expansion. Only approximately four acres is being used for IR material. MDOT MPA is currently investigating more creative ways to optimize space at Cox Creek so that IR material is not overwhelming the site, with recovery capacity as the focus of the site. Additionally, MDOT MPA continues to have acquisition discussions with the owners of the Tronox property, which is directly adjacent to Cox Creek DMCF.

Ms. Fidler stated that MDOT MPA partnered with the Department of Natural Resources (DNR) to evaluate the limited resources for the Hart-Miller Island (HMI) North Cell Habitat Development due to the current

cost-containment caused by COVID-19. Staff is still working to maintain HMI and discussions continue to determine the most efficient and effective North Cell design plans.

Ms. Fidler explained that MDOT MPA's commitment to environmental stewardship during the global pandemic has not slowed. For the second consecutive year, eaglets hatched and fledged at both Swan Creek adjacent to Cox Creek DMCF and Masonville Cove in 2020. The Masonville Cove stakeholders have been working together to provide creative ways to continue to engage and connect with the community through COVID-19 restrictions. Living Classrooms Foundation (LCF) has opened the [Masonville Cove campus](#) during normal operating hours (M-F 9 am-4 pm; Sat 9 am-1 pm) to encourage community members to visit. Masonville Cove stakeholders were able to host the [City Nature Challenge at Masonville Cove](#).

Ms. Fidler stated that it is important to MDOT MPA to stay connected to the public and encouraged attendees to join the [GreenPort newsletter](#) email list. She also encouraged attendees to follow Captain Trash Wheel on [Instagram](#), [Facebook](#), and [Twitter](#).

4.0 DMMP Priority Project Overview

Holly Miller, MDOT MPA

Ms. Miller stated that the Cox Creek DMCF expansion is on schedule while the Masonville DMCF dike raising is on hold. The Cox Creek DMCF base dike widening is in the last phase of construction and is expected to be completed in winter 2021. The dike raising to elevation +60' MLLW is expected to begin in February 2021 and be completed in 2024.

Mr. Shemanski asked which Cox Creek Ms. Miller is referring to as there are multiple in Maryland. Ms. Miller replied that the MDOT MPA Cox Creek DMCF is located in Anne Arundel County, south of the Francis Scott Key Bridge on the Patapsco River.

To date in 2020, MDOT MPA has received the following dredged material inflow projects:

- Approximately 700,000 CY of the federal maintenance material from the Brewerton Angle and Brewerton Channels in the Baltimore Harbor was placed at the Masonville DMCF during June and July.
- Dredged material from the Inner Harbor was placed at the Masonville DMCF in preparation for Fleet Week. Although Fleet Week was postponed due to COVID-19, dredging occurred to be able to accommodate larger and taller ships in the Inner Harbor for the event.

Several additional inflow projects are expected before the end of 2020.

- Approximately 200,000 CY of maintenance material from Tradepoint Atlantic's second phase of dredging is expected to be placed at the Cox Creek DMCF by the end of August. Mr. Stainman asked if Tradepoint Atlantic intends to absorb any of its own dredging needs. Ms. Fidler replied that Tradepoint Atlantic will pay MDOT MPA the private sector tipping fee that MDOT MPA charges for placement at a DMCF site.
- Approximately 650,000 CY of material from the Seagirt Marine Terminal Berth 3 project will be placed at the Masonville DMCF.
- Due to cost containment measures, dredging of approximately 15,000 CY of maintenance material from the reconstruction of the Dundalk Marine Terminal Berth 3 project may be delayed.

The expansion activities at Poplar Island continue to move forward. USACE is working to complete the third and final contract for the lateral expansion that added 575 acres to the existing island. This phase is expected to be completed by the end of August. USACE is also working on the spillway construction that manages the discharge of water from the site. The spillway is expected to be completed in November. The inflow of federal maintenance material from the Chesapeake Bay channels into the newly constructed cells at Poplar Island is expected in winter 2021.

For the Mid-Bay project, hydrographic and aerial surveys have been completed and will be used to develop the construction designs. Geotechnical borings around Barren Island have been completed and the geotechnical borings around James Island will be completed soon. Wetland and benthic surveys that are needed to update the National Environmental Policy Act documentation will be initiated in late summer. Mr. Myers asked if agencies involved in the Mid-Bay design are considering oyster reefs as part of the perimeter dike. Ms. Miller replied that currently the USACE and MDOT MPA are in the pre-construction, engineering, and design phase, with time to discuss habitat features later. It is likely that Mid-Bay will have a workgroup, similar to the Poplar Island habitat development workgroup. Mr. Myers asked if non-government organizations would be able to serve on the workgroup. Ms. Ashley replied that more information on Mid-Bay will be discussed at the September 23rd DMMP Management Committee meeting. The current plan is for the Barren Island construction to begin in 2022 and the James Island construction to start in 2024.

Ms. Miller stated that MDOT MPA successfully completed the monitoring for the pilot Confined Aquatic Disposal (CAD) cell project in February 2019. The pilot CAD cell is located next to the Masonville DMCF. Since the completion, MDOT MPA has been working to develop a lessons learned document to establish the next steps for the CAD program. MDOT MPA is currently working to start several studies, including geotechnical investigations and hydrodynamic modeling within the Baltimore Harbor, to gather additional information needed to determine the potential location of the next CAD cell. The studies are expected to be completed in the fall.

Seagirt Marine Terminal Berth 3 improvement project includes the addition of a second 50' berth. The addition would require dredging widenings within the channel to accommodate ultra large container vessels moving to and from the berth. The project will also include dredging approximately 650,000 CY of material from the 50' channel leading into the berth; approximately 450,000 CY will be from the deepening and widening portion and approximately 200,000 CY will be maintenance material. The project went out for bid July 31st and the bid closing date is August 28th. The dredging is expected to commence in October 2020 and should be completed in March 2021.

The USACE received \$1.5 million in funding to perform the Seagirt Marine Terminal Loop feasibility study to determine if modifications to the remainder of the Seagirt Loop are justified for safe navigation. The study is a 50/50 cost share between USACE and MDOT MPA and the cost-share agreement is in development. The study will take three years and is expected to commence in the fall.

5.0 DMMA 20 Years Later & 2021 Outreach Planning

Dave Blazer, MDOT MPA

Mr. Blazer stated that it has been almost 20 years since the Maryland General Assembly enacted the Dredged Material Management Act (DMMA) which established the DMMP and the DMMP committee

structure. The DMMP committee structure provides oversight and guidance on the POB's dredging needs through the rolling 20-year capacity and placement plan. MDOT MPA has benefited greatly from the broad participation of the citizens, regulatory agencies, business partners, and scientific experts among the committees. The DMMA prioritized Beneficial and Innovative Reuse as the preferred placement option including island creation, wetland restoration, upland placement, engineering containment facilities, and environmental stewardship.

Mr. Blazer stated that Harbor Development has had to change the way they deliver information and outreach to the public due to COVID-19 restrictions. The DMMP has successfully transitioned to virtual meetings and MDOT MPA is investigating the feasibility to host a spotlight series that would include multiple webinars to share information among all DMMP committees.

Mr. Blazer then hosted a real-time survey with the meeting attendees via text message to collect their input on future DMMP outreach efforts. To test the technology and get attendees used to the survey, the first question was "Do you miss our fried chicken dinners?" with either yes (a) or no (b) options to text in.

The second question was "How can we most effectively convey dredged material information to you?" with the options of virtual meetings (a), in person meetings (b), newsletters (c), or webinars (d). A total of 189 responses were collected indicating that the best way to convey information is through virtual committee meetings.

The next question was "What time is best for you to participate in webinars?" with the options of early morning (a), over lunch (b), or evenings (c). A total of 145 responses were collected indicating that evening work best for webinars.

The next question asked, "Which topic would most interest you in the webinar series?" with options of Mid-Bay project (a), climate resiliency (b), innovative and beneficial reuse (c), the future of Poplar Island and Hart-Miller Island (d), Management of the Baltimore Harbor (e), dredging 101 (f), and wildlife and conservation (g). This question allowed participants to choose more than one option. A total of 361 responses were collected indicating that climate resiliency is the topic of most interest.

The last question allowed participants to write in and asked, "Are there other webinar topics of interest to you?". A total of 43 responses were collected including: water quality, Port economics, Mid Bay and Innovative and Beneficial use of dredged material, what is the Port of Baltimore doing to deal or cut down on climate change and carbon footprint, dredging 101 - how much it costs, etc.

Ms. Fidler asked if the webinars would be available after the live event. Mr. Blazer replied that all webinars will be recorded, and committees will be able to access them when most convenient. Mr. Blazer noted that the survey would be emailed to all committee members after the meeting to allow all members to participate. In tabulating the results of the live and emailed survey, an average amount of participants per question was 79 and the average responses collected per question was 185.

6.0 Port Landside Update – Safety, Environment, & Risk Management

Bill Richardson,

MDOT MPA

Mr. Richardson discussed environmental initiatives and highlighted MDOT MPA achievements in supporting MDOT MPA's mission and strategy to be a thriving, sustainable Port. To continue reaching these achievements, MDOT MPA must have economic development and environmental stewardship.

MDOT MPA is the only state agency that has the Environmental Management System (EMS) ISO 14001 certification, which is the international set of standards that ensures environmental compliance and stewardship. MDOT MPA has been EMS ISO 14001 certified since 2011. In early summer 2020, MDOT MPA was recertified for an additional three years. Due to COVID-19 restrictions, this recertification was different than normal because it is typically five days of person-to-person contact reviewing procedures and inspections. MDOT MPA is constantly reviewing processes and goals to make improvements as needed to pass the certification audits, which are conducted multiple times a year.

The MDOT MPA [Safety, Environment, and Risk Management \(SERM\) Sustainability Strategy](#) for 2020-2023 has recently been published. The strategy sets short-term goals and focuses on four areas: safety and risk management; water quality; air and energy management; and community outreach.

Mr. Richardson stated that MDOT MPA is surpassing the Chesapeake Bay restoration requirements to treat 20% of all impervious surfaces for water quality that is listed in MDE-issued discharge permits.

Each summer, MDOT MPA hosts graduate students to study projects related to air emissions and efficiencies. The current graduate student is investigating how to power the entire MDOT MPA fleet and other gas-powered equipment, such as lawnmowers, with electrical power.

MDOT MPA is currently receiving \$77 million in funds from the Volkswagen (VW) emission bypass settlement. Approximately \$3.2 million will be used to replace 20 pieces of inefficient MDOT MPA equipment, including the Poplar Island crew boat.

MDOT MPA wants to reduce its environmental footprint while achieving the overall mission to grow the POB. Between 2012 and 2016, POB increased cargo volume by 10% but reduced air emissions by 19%.

In addition to partnerships, MDOT MPA has been successful in receiving grants to improve air quality and energy efficiency at some of the terminals. In 2020, Maryland Energy Administration awarded a grant to MDOT MPA to conduct a feasibility study for a microgrid at the Dundalk Marine Terminal. The microgrid can be wind, solar, a fuel cell, etc. that can generate enough electricity to power all of Dundalk Marine Terminal. Additionally, MDOT MPA recently partnered with MDE's regional team as a part of a Department of Energy (DOE) grant to advance electric charging stations in the mid-Atlantic region. There is a large push to move to electric vehicles, however there are not enough charging stations throughout the country to support them. The DOE grant will support a study to determine optimal placement of charging stations in the region.

MDE awarded \$2 million to the MDOT MPA's Dray Truck Program to support the program for the next few years. Throughout the program, MDOT MPA has replaced 215 dray trucks, which are the trucks that transport the cargo containers between ship and truck or rail.

MDOT MPA has conducted lighting updates including replacement of older lights with LED, energy-efficient light bulbs, as well as installing sensors that control when lights operate based on the amount of sunlight. There are solar panels at the South Locust Point terminal and at the cruise terminal to help supplement the energy needs at those facilities.

Mr. Richardson stated that MDOT MPA has a climate change plan for their facilities that includes migrating high-risk equipment outside of flood potential areas, elevating sensitive infrastructure out of the floodplain, and mitigating current infrastructure to manage climate change and sea-level rise. At the Fairfield Marine Terminal, an underground vault was constructed to temporarily store equipment during large rain events. With the vault storage in place, paired with MDOT MPA's hurricane response plan, there was little damage from Tropical Storm Isaias.

Annually, MDOT gives out environmental excellence awards, where each Transportation Business Unit (TBU) submits projects and competes for the award. MDOT MPA won two awards in 2020 for the stormwater pond and stream restoration projects installed at the Maryland Zoo in Baltimore.

7.0 State of the Port Update from a Planning Perspective

Jill Lemke, MDOT MPA

Ms. Lemke explained how the COVID-19 regulations and restrictions have impacted the cargo moving through the POB. Ports are essential for global supply chains, so the POB has been open throughout the COVID-19 shutdown and is continuing to ensure that the staff working at the terminals are doing so in a safe environment.

There was a large decline in POB imports and export in March, a small increase in April, and a decrease again in May. Overall, loaded container volumes declined by 9.2% from April to June 2020 when compared to April to June 2019. The POB is doing better than most east coast ports and has only had one canceled ship sail, known as a blank sailing. Automobile cargo has decreased by 60% at MDOT MPA public terminals. Part of the decline is due to shifting some business from MDOT MPA's public terminal, Fairfield Marine Terminal, to AMPORTS private terminal, the Atlantic Terminal. Roll on, roll off cargo has declined by 33%. Automobile imports were largely impacted due to manufacturing closures, while exports were largely impacted due to the change in oil prices. Additionally, coal exports have decreased due to the overall economic decline which caused a decline in energy use and steel production. Sugar volume is expected to increase.

The cruise terminal has been closed since March 18th and the earliest it is expected to open is October 2020. Approximately 22 home port cruises and three port calls have been canceled to date. MDOT MPA expects that approximately 26 more port cruises will be canceled.

MDOT MPA's three primary projects, CSX Howard Street Tunnel, Seagirt Marine Terminal Expansion, and Mid-Bay Island, are all moving forward as much as possible while the COVID-19 pandemic has severely affected MDOT MPA's capital budgets.

8.0 Announcements/Round Table Remarks

Committee Members, MDOT MPA

In the interest of time, Ms. Ashley stated that MDOT MPA will respond via email to all the questions entered in the chatbox during the meeting. Questions included in the chatbox that were not answered during the meeting can be found below:

1. Mr. Shemenski asked if dredging projects have anything in common with fuel sheens and polluted waters within the Chesapeake Bay, specifically near the Dundalk Marine Terminal during heavy rain events.
 - a. Maintenance dredging projects in the navigation channels are permitted and involve routine monitoring to ensure water quality is not impacted. These are conditions of the permits. Any release from the project of pollutants is required to be reported. There is no evidence of fuel sheens occurring near the Dundalk Marine Terminal due to maintenance dredging.
2. Mr. Shemenski asked if dredging projects are associated with water quality of a creek near his house.
 - a. Assuming the location in question is near the Dundalk Marine Terminal, MDOT MPA is not aware of any maintenance dredging project in this area impacting water quality.
3. Mr. Shemenski asked for clarity on the Exelon plans to install lines across the Patapsco and how the lines will affect wildlife.
 - a. More information on the Key Crossing Reliability Initiative can be found [linked here](#).
4. Mr. Howard asked for clarity regarding the view of Tradepoint Atlantic on electrical vehicle infrastructure.
 - a. MDOT MPA is not aware of Tradepoint Atlantic's (TPA) plans regarding electric vehicle infrastructure. Suggest contacting TPA's Environmental Manager, Pete Haid at phaid@tradepointatlantic.com.
5. Mr. Shemenski asked for clarity regarding the source of electricity used to power the electric vehicles.
 - a. The source of electricity for electric vehicles in Maryland generally, depending on the location of the EVs, is from any of a number of power plants in Maryland. You can find the location of Maryland's power plants [here](#).
6. Mr. Shemenski asked if there are studies about the relative carbon output of ultra-low emission gas and diesel power vehicles compared to the carbon output of power plants used to power electric vehicles.
 - a. For more information contact the Maryland Department of Environment's Air and Radiation Administration, which will likely have this information. The Director of MDE's Mobile Sources Control Program, Marcia Ways, can be contacted at marcia.ways@maryland.gov.
7. Mr. Howard asked if there are projections for rail traffic moving through Tradepoint Atlantic after the Howard St. Tunnel renovation.
 - a. MPA does not specific projections of rail traffic moving through Tradepoint Atlantic (TPA) once the Howard Street Tunnel Project is complete. The rail traffic associated with the Howard Street Tunnel Project will move through the container terminal at Seagirt Marine Terminal.
8. Mr. Shemenski asked if USACE had plans to dredge the water at Carnegie Plats or to install pollution control measures to reduce the amount of trash that washes up on shore.

- a. The closest maintenance dredging project planned to Carnegie Plats is the Seagirt Marine Terminal Berth 3 improvement project (see project overview above on p. 5). As with all maintenance dredging projects, this will be conducted consistent with permit conditions issued by MDE. The control of trash is a harbor-wide issue that a variety of agencies, non-profit advocacy groups, as well as the private sector, are continuing to address.

Mr. West asked if there were any updates regarding the Bay Crossing Study or the new Chesapeake Bay Bridge site. Ms. Lemke replied that there has yet to be a meeting since the COVID-19 pandemic closures started in March 2020. The last update was that the Governor's preferred alternative is a third expansion at the current site at the existing Chesapeake Bay Bridge. MDOT MPA will likely ask that the expansion be larger than originally requested due to sea level rise.

Ms. Ashley stated that USACE has provided a written update that can be found [here](#).

9.0 Committee Administration

Angie Ashley/Steve Pattison, MDOT MPA

Ms. Ashley stated that the September 11th DMMP field trip has been canceled due to COVID-19 restrictions and regulations.

The November 6th DMMP Annual Meeting will be virtual with more information provided as it becomes available.