

**SUMMARY OF THE JOINT DREDGED MATERIAL MANAGEMENT PROGRAM
CITIZENS' ADVISORY COMMITTEE & HARBOR TEAM MEETING
February 9, 2022 at 6:00 PM - Video Conference**

Attendees:

Angie Ashley Consulting: Angie Ashley
Association of Maryland Pilots: Captain John Kinlein
Baltimore County Government: David Riter, Rick Johnson
Blue Water Baltimore: Dan O'Leary
Chesapeake Bay Foundation: Doug Myers, Julieta Rodrigo
Cox Creek Citizens Oversight Committee Chair: Gary Gakenheimer
GEomatx Surveying and Mapping: Tom McElroy
Hart Miller Island Citizens Oversight Committee: Paul Brylske
Interested Citizen: William Feuer
Kent Conservation and Preservation Alliance: Doug West
Living Classrooms Foundation: Christine Truett, Lorraine Warnick
Maryland Environmental Service (MES): Christine Offerman
Maryland Department of Transportation Maryland Port Administration (MDOT MPA): Dave Bibo, Kristen Fidler, Jennifer Guthrie, Katrina Jones, Brad Smith
National Aquarium: Laura Bankey
North County Land Trust: Rebecca Kolberg
North Point Peninsula Council: Fran Taylor
Ports America: Solomon Egbe
Terracon: Nancy Straub
Turner Station Conservation Teams: Gloria Nelson
University of Maryland Center for Environmental Science (UMCES): Elizabeth Price
US Army Corps of Engineers (USACE): Joe Bieberich, Graham McAllister
W.R. Grace: Mark Galloway

Action Items:

- MES will coordinate with Mr. Derby regarding his inclusion at the upcoming Mid-Bay Resiliency Working Group discussion on blue carbon.
- On behalf of Mr. Taylor's request, MDOT MPA will reach out to MDOT SHA for a response regarding mitigation recommendations related to the impacts of the Tradepoint Atlantic terminal expansion.
- Mr. McAllister will provide Mr. Myers with the contact information of the Poplar Island project manager to appropriately answer the upland drainage inquiry.
- MDOT MPA will distribute the Seagirt Loop public meeting information to the group. (*complete*)
- MDOT MPA will relay any findings from the Seagirt Loop channel sediment study to the group.

1.0 Welcome

Angie Ashley, CAC Facilitator

Ms. Ashley convened the meeting and welcomed all attendees. The August 11 meeting summary was approved unanimously.

2.0 Harbor Development Update and 2021 Annual Report

Kristen Fidler, MDOT MPA

A suite of multi-year project planning efforts for the Chesapeake Bay channels, Baltimore Harbor channels, Seagirt improvements, and Innovative Reuse led to a successful year of implementation for the DMMP in 2021, enabling the projects to move forward in 2022.

The 2021 DMMP Annual Meeting was held virtually on December 8, 2021. There were 136 attendees representing 79 organizations. The annual meeting materials can be found [HERE](#). Ms. Fidler encouraged committee members to submit feedback and suggestions on the DMMP 2022 recommendations as committee input helps strengthen projects.

Overarching accomplishments from 2021 included:

- Completion of the Poplar Island Expansion perimeter; inflow is ongoing.
- In January 2022, the Mid-Bay project received \$37.5 Million in federal funding for construction.
- Mid-Bay permit applications have been submitted.
- Mid-Bay public outreach and stakeholder engagement are ongoing.

The Masonville Dredged Material Containment Facility (DMCF) expansion has been funded and is underway. The dikes are currently +18 feet (ft) and will be raised to +30ft and then to +42ft; the site will gain approximately 4 million cubic yards (cy) of capacity. The Cox Creek DMCF expansion is occurring vertically and laterally. The base dikes have been widened to 200ft, and the dikes raised to a uniform +36ft; the final height of the dikes will be +60ft across the current footprint and the upland area. Several community enhancement projects are underway, including the Swan Creek Nature Trail in the conservation easement adjacent to the Cox Creek DMCF. Feedback from the Cox Creek Citizens Oversight Committee (COC) helped clarify the community's priorities and improve trail design.

The Seagirt Marine Terminal Berth 3 Deepening and Deep Loop 3-year feasibility study between MDOT MPA and USACE is underway. A public meeting will be held on February 24, 2022. The project is important to MDOT MPA for future growth and strategic plans as it will relieve the terminal capacity bottleneck, thereby increasing operational and commercial flexibility and enabling vessels to efficiently move in and out of the terminal.

MDOT MPA has achieved significant Innovative Reuse and Beneficial Use (IRBU) milestones. In 2021, the Board of Public Works approved six Research and Development Innovative Reuse contracts. Results are starting to come in; MDOT MPA will be meeting with the contractors to discuss the findings and the possibility of moving forward with larger scale projects.

For Mid-Bay, an infographic detailing the local benefits of the Barren Island project was provided; once there are more details of the James Island component, a similar document will be developed. These tools assist with informing the residents and communities of the project's benefits, such as erosion reduction, wave energy reduction, and habitat restoration. Information regarding the Mid-Bay project can be found [HERE](#), including the Mid-Bay webinar recording, the most recent newsletter, and a short video. A community open house was held in November. Public attendance was great and clear feedback was received from residents regarding occurrences of local flooding and the need for dredging of small navigation channels. Coordination is ongoing between local, state, federal agencies, and non-governmental organizations to identify and prioritize opportunities for funding for related shallow draft dredging projects as well as local beneficial use and resiliency projects. The Mid-Bay Resiliency Working Group has been established to assist with this endeavor.

Mr. Myers asked for a timeline for completion of filling the Poplar Island upland cells. Poplar Island Cell 11 will be the last cell filled, followed by planting, which should occur in 2041. Mr. Myers asked if the drainage from the upland cells would be contributing hydrology or sediments to the wetland cells below them. Mr. McAllister will provide Mr. Myers with the Poplar Island project manager's contact information to answer the drainage inquiry appropriately.

Mr. Myers asked if there was a blue carbon estimate for the Barren Island portion of the Mid-Bay project. Ms. Fidler replied that the information is not yet available. At the next Mid-Bay Resiliency Working Group meeting, a discussion will be held regarding blue carbon. Mr. Myers recommended inviting Kyle Derby from the National Estuarine Research Reserve to the next Mid-Bay Resiliency Working Group meeting. Mr. Derby's dissertation discussed the blue carbon potential of Deal Island marsh, which is near the Mid-Bay project location. Maryland Environmental Service (MES) will coordinate with Mr. Derby regarding his inclusion at the upcoming Mid-Bay Resiliency Working Group meeting discussing blue carbon.

Mr. Taylor stated that the surrounding communities have been experiencing impacts from the Tradepoint Atlantic (TPA) terminal expansion and were anticipating recommendations for mitigations to these impacts from MDOT State Highway Administration (SHA) in November 2021, but no information has been received. Mr. Taylor requested assistance with obtaining a response from MDOT SHA regarding the safety concerns. MDOT MPA will reach out to MDOT SHA.

3.0 2021 Education and Outreach Review

Katrina Jones, MDOT MPA

Ms. Jones provided an overview of the 2021 DMMP outreach engagement data. In 2021, there were 10,682 engagements conducted by MDOT MPA and their partners, which is an increase compared to the 6,743 engagements conducted in 2020. It was noted that engagements totaled almost 21,000 for 2019, which was pre-pandemic. For the 2021 events, the classroom program category had the most engagement activity due to virtual and some in-person events. More than 50% of the schools which participated were Title I schools. Also, of the participating schools, approximately 27% are Maryland Association of Environmental and Outdoor Education (MAEOE) Green Schools. Green Schools empower their youth to make changes to reduce environmental impacts, encourage sustainability, and foster environmental literacy. Masonville Cove Environmental Education Center (MCEEC) is a certified 'Green Center', which means they can help area schools to become Green Schools. MCEEC also provides professional development for teachers and staff as well as field experiences for students. It was noted that the MES Environmental Education Staff are certified as 'Green Leaders', which allows them to support schools seeking to become Green Schools.

One of the key elements that allowed the Environmental Education Program to be so successful was pivoting to virtual and then back to in-person. The Environmental Education team created an environmental education [e-learning website](#) that transformed all classroom programs, lesson plans, and activities to a virtual format.

MDOT MPA is always looking to engage with new partners. For example, in 2021, MDOT MPA was able to partner with the University of Maryland Global Campus as well as historically black universities such as Coppin State University and Morgan State University. Outreach has also been extended to religious-based groups in South Baltimore area, highlighting Masonville Cove as a natural respite.

Ms. Bankey asked if the MPA Spotlight webinar series would continue in 2022. It was replied that at this time, there are no plans to continue the webinar series but encouraged feedback so MDOT MPA can

further the discussion regarding continuation. Mr. O'Leary asked if recordings of the webinars were available. The recordings of the webinars are available [HERE](#).

Attendees were asked to respond to a poll regarding feedback for a summer field trip. The majority voted for a field trip to Hart-Miller Island (HMI) and one suggestion for a tour at Seagirt Marine Terminal.

4.0 Howard Street Tunnel Project Update

Brad Smith, MDOT MPA

The Howard Street Tunnel (HST) project will increase clearance at HST and 21 other locations to 21ft to provide CSX the required clearance to run double stack trains. This project will modify the HST and three (3) bridges in Maryland, which require superstructure work. In addition, track lowering will be necessary at 18 locations; eight (8) in Maryland, two (2) in Delaware, and eight (8) in Pennsylvania. The project is fully funded, utilizing a mix of federal, state and private funding.

In March 2021, the Environmental Assessment for the National Environmental Policy Act (NEPA) was released for public review and comment. In June 2021, the Federal Railroad Agency approved a Finding of No Significant Impacts (FONSI) and completed the NEPA process. In November 2021, all agreements were signed, and a ceremonial groundbreaking was performed. Procurement by CSX is underway, and construction will begin in early 2022, with anticipated completion in 2025.

5.0 US Army Corps of Engineers Report

Graham McAllister, USACE

Joe Bieberich, USACE

The USACE Baltimore District received \$62 Million in federal funding and noted that the funds were not specifically designated for the Baltimore Harbor and Channels. As previously mentioned, funding was received for the Mid-Bay project, along with \$50,000 for engineering and design work for Slaughter Creek, which is in the vicinity of James Island.

Maintenance Dredging Updates

Cashman Dredging completed Craighill Angle and Swan Point dredging in the Maryland approach channels. Approximately 1.8 million cy of material was placed in the newly constructed Poplar Island cells. The \$22.6M contract was awarded in March 2021, work began in April 2021, and was completed in August 2021.

The \$14.9M Cape Henry maintenance dredging contract was awarded to the Dutra Group in September 2021. Dredging commenced in December 2021 and will be completed by April 2022. The dredging is conducted by a hopper dredge in the winter to limit potential impacts to endangered sea turtle species. The material will be placed at the Dam Neck Open Water Placement Site.

Upcoming dredging includes approximately 1 million cy of material to be dredged from the Cutoff Angle and the Craighill Entrance channels; the material will be placed at Poplar Island. Approximately 500,000 cy of material will be dredged from Fort McHenry channel with an option to drag the east channel to level out the area. The material will be placed at Cox Creek DMCF. Solicitation was issued in November 2021; Cashman Dredging was the lowest bidder at \$29.9 Million. The project will be awarded within the next week; dredging is anticipated to occur between March and May 2022.

USACE is planning an additional contract award by September for winter 2022 dredging of the Maryland approach channels as well as some harbor dredging.

Seagirt Loop Study and Mid-Bay

The Barren Island design is underway and continues to progress on schedule. The team is finalizing the Value Engineering Study, which determines potential cost saving measures. To begin construction, a Project Partnership Agreement (PPA) between USACE and MDOT MPA needs to be in place; the PPA is under review and slated for execution in June 2022. The public review of the supplemental Environmental Assessment (sEA) has been completed. USACE is scheduled to award the first contract for construction at Barren Island in Fall 2022. Construction will consist of building stone sills and breakwaters; this construction contract will not involve any placement of dredged material. The stone sills and breakwaters will protect the remaining island as well as the nearby submerged aquatic vegetation habitat. James Island design has begun as well.

For the Seagirt Loop Study, the Tentatively Selected Plan (TSP) Milestone was achieved in December 2021. The TSP includes dredging the loop channel to a 47ft depth; the depth was determined by the economic analysis performed by the USACE. The ship simulation is currently underway, which may adjust the TSP depth. The team is working towards the Agency Decision Milestone scheduled for June 2022. The draft Feasibility Study Report is out for public review today and is scheduled for completion by September 2023. A public meeting will be held on February 24, 2022 and attendees were encouraged to participate. MDOT MPA will distribute the information related to the Seagirt Loop public meeting.

Mr. Myers asked if results were available from the sediment study, which may indicate risks of toxic contamination such as hexavalent chromium and questioned if there is a potential concern due to this material being placed at Cox Creek DMCF which could have an impact on the potential IRBU activities at the site. Dredged material from the Seagirt Loop will be tested in accordance with the MDOT MPA Dredged Material Right of Entry Application requirements to determine suitability for placement at the Cox Creek DMCF..

6.0 Round Table Remarks & Open Discussion

Committee Members, MDOT MPA

Mr. Brylske stated that the HMI 5-mile run will be held in Fall 2022. Mr. Brylske was very thankful for the Governor's proclamation received by the HMI COC and the continued monitoring of HMI by MDOT MPA. HMI participated for the first time in the US and Canada annual bird count in December 2021. The HMI Friends group is coordinating a clean-up with the Maryland Department of Natural Resources (DNR) on April 30, 2022 and encourages participation. Mr. Brylske mentioned that the Maryland Great Outdoors Act is said to be the most sweeping legislation for the parks. Funding is available for support for 'Friends' and volunteer groups which would be beneficial for the Friends of HMI group and they will be writing a letter of support of the bill. The Chesapeake Bay Foundation is also supporting the bill.

Mr. Gakenheimer mentioned that the Cox Creek Open House was held in 2021; approximately 80 people attended with an additional 40 participating in the birding tour.

Mr. Myers announced that a job position related to oyster platform management will be released soon.

The next meeting will be held on May 11, 2022.