

FINAL DRAFT
SUMMARY OF THE DREDGED MATERIAL MANAGEMENT PROGRAM
EXECUTIVE COMMITTEE MEETING
August 25, 2021, 9:30 AM
Virtual Meeting

Members Attending:

Chesapeake Bay Foundation (CBF): Josh Kurtz
DMMP Citizens' Advisory Committee (CAC) Liaison: Adam Lindquist
Maryland Department of the Environment (MDE): Ben Grumbles
Maryland Department of Natural Resources (DNR): Richard Ortt
Maryland Department of Transportation (MDOT): Gregory Slater
Maryland Department of Transportation Port Administration: William Doyle
Maryland Environmental Service (MES): Ellen Frketic
US Army Corps of Engineers (USACE), Baltimore District (CENAB): LTC Geoffrey Kuhlmann
USACE, North Atlantic Division: Karen Baker, George Nieves
USACE, Philadelphia District (CENAP): Timothy Kelly
University of Maryland Center for Environmental Science (UMCES): Dr. Peter Goodwin

Others Attending:

Angie Ashley Consulting: Angie Ashley
Baltimore Port Alliance: Rupert Denney
Chesapeake Bay Foundation: Doug Myers
Council Fire: George Chmael II
EcoLogix Group: Steve Pattison
MDE: Matt Rowe
Maryland Department of Legislative Services: Kelly Norton
MDOT, The Secretary's Office (TSO): Sandy Hertz, John Denniston, Eddie Lukemire
MDOT Maryland Port Administration (MPA): Kristen Fidler, Jennifer Guthrie, Margie Hamby, Katrina Jones, Kristen Keene, Brian Miller, Holly Miller
MES: Marni Dolinar, Olivia Gulledge
USACE, Baltimore District: Kevin Brennan
USACE, Philadelphia District: Mike Hart
UMCES: Dave Nemazie, Elizabeth Price, Dr. Lisa Wainger

1.0 Welcome and Introductions

Secretary Gregory Slater, MDOT

Secretary Slater convened the August 25, 2021 Dredged Material Management Program (DMMP) Executive Committee meeting. The DMMP Executive Committee members approved the November 13, 2020 and December 15, 2020 meeting summaries. Secretary Slater recognized new committee members: Josh Kurtz representing Chesapeake Bay Foundation, Colonel Estee Pinchasin representing the U.S. Army Corps of Engineers Baltimore District and Lieutenant Colonel (LTC) Ramon Brigantti representing U.S. Army Corps of Engineers Philadelphia District. Secretary Slater stated that LTC Kuhlman was representing Colonel Pinchasin, and Mike Hart was representing LTC Brigantti. He also stated that Richard Ortt was representing Maryland Department of Natural Resources Secretary Haddaway-Riccio.

Mr. Richard Ortt expressed regret that Secretary Haddaway-Riccio was not able to attend due to

competing priorities in Western Maryland related to recreational and coal ash issues. Mr. Ortt stated that he was impressed by the view of the trash wheel on his route to MDOT and wanted to express that most individuals fail to recognize the amount of citizen engagement and environmental work done by MDOT MPA and thanked Secretary Slater and Mr. Doyle for recognizing the importance and supporting these efforts.

Ms. Fidler requested that introductions be made by those attending in-person and announced those participating virtually. Ms. Fidler stated that the meeting is being recorded solely for the purpose of creating the meeting summary.

Secretary Grumbles stated he met Colonel Pinchasin and affirmed that beneficial use of dredged material, living shorelines and climate resiliency were top priorities, and that he is confident the DMMP will make great progress advancing these priorities.

Kevin Brennan stated that Colonel Estee Pinchasin assumed command of the Baltimore District in July and has already been to Poplar Island with MDOT MPA personnel. Secretary Ben Grumbles stated that his first meeting with Colonel Estee Pinchasin about climate resiliency, beneficial use of dredged material, and living shorelines went well. Ms. Fidler confirmed that she had attended a tour with Colonel Pinchasin, and the Colonel was supportive of the DMMP program and the positive relationship between the Corps and MDOT MPA.

2.0 Maryland Port Administration Highlights

William Doyle, MDOT MPA

Mr. Doyle acknowledged the Port's success is dependent on dredging and expressed appreciation for the great partnership between MDOT MPA and the US Army Corps of Engineers. He mentioned that the environmental community has come a long way in reference to how dredged material is viewed. The Port of Baltimore is now receiving an increased number of cargo ships originating from Southeast Asia and Vietnam due to production of companies such as Adidas and Nike moving from China. Within the last two weeks the Port has signed an agreement with the second largest container shipper, Mediterranean Shipping Company (MSC). MSC ships cargo from India which is a new market for the Port of Baltimore. Mr. Doyle reminded the Committee that Maryland's investment in the Port can be seen outside the gates as well; that the distribution centers seen in our community are unmatched on the east coast showing the commitment customers have to the Port. The Port of Baltimore's import numbers are unmatched by any other Port on the east coast. Mr. Rowe asked if the Port was experiencing supply chain problems. Mr. Doyle replied that Baltimore is in great shape with regard to the supply chain because there is a very smooth transfer of cargo for both imports and exports compared to other ports on the east coast.

Secretary Slater commented that on the state level, supply chain issues have been caused by labor shortages rather than access to cargo. He believes that Maryland has largely recovered from production slow downs in Asia for example, but there is a shortage of bus drivers and other transportation workers. MDOT is exploring ways to fast track CDL training and licensing.

3.0 Harbor Development DMMP Mid-year Report

**Kristen Fidler, MDOT MPA
Kristen Keene, MDOT MPA**

Ms. Fidler stated that it is critical for the Port to have a 20-year or longer plan for the placement or use of dredged material. Ms. Fidler reminded members that the committee approves an annual report that serves two functions. One is to look back at the accomplishments or milestones that occurred during that year, and secondly to make recommendations that serve as a road map for the upcoming year. Because there is a 20+ year capacity plan, it is important to create recommendations that will assist in identifying recommendations that provide opportunities, synergies, co-benefits and course-correct where necessary. To assist in this process, MDOT MPA Harbor Development prepares a mid-year check to evaluate the status of implementing the recommendations and to begin considering new recommendations for the upcoming year. These processes take into consideration input from all stakeholders and partners.

Ms. Keene stated that the report is based on MDOT MPA's commitment to maintaining the Port's 50-foot channel system and dedication to making science-based decisions and continuing stakeholder engagement. The report begins with a refresh of the recommendations from the 2020 annual report. Ms. Keene explained that the recommendations fall into the categories of Funding and Policy, Planning and Operations and Outreach and Education. The achievements of quarters 1 and 2 of 2021 are organized by these categories.

- Funding and Policy
 - MDOT MPA is advocating for \$38 million in federal construction funding on behalf of the Corps and tracking its inclusion in the President's FFY 2022 Budget, Corps FFY 2022 Work Plan, or as a Congressional community-designated project
 - In coordination with AAPA, MDOT MPA supported implementation guidance for WRDA 2020.
 - Congress included renewed support for beneficial use projects like the Mid-Bay Project, solidifying support for aquatic ecosystem restoration projects that deliver substantial economic and environmental benefits
- Planning and Operations
 - Cox Creek Expanded base dikes widened to 200' and a uniform elevation of +36' using reclaimed material to build the foundation needed to raise the dikes to +60'
 - Implementation of the 2020 IRBU Strategy has begun:
 - MD Board of Public Works approved a series of contract awards
 - Ridgley's Cove demonstration project was completed
 - Construction of Poplar Island Expansion was completed
 - 5-Year HMI Interagency Agreement was finalized
 - Mid-Bay Project Pre-Construction Engineering & Design phase continues
 - Seagirt Berth 3 dredging, which included wideners and a turning basin to 50', was completed
 - Planning and site investigation studies are underway for CAD within Baltimore Harbor to inform location siting for the next pilot cell
 - MDOT MPA, the Corps, and VMRC are actively coordinating to recommend potential alternative solutions for placement of dredged material in the Commonwealth of Virginia
 - Coastal Resilience and Climate Change Vulnerability Assessment update is being explored

- Outreach and Education
 - Stakeholder engagement & education programming expanded and transitioned to an all-digital format
 - Two Spotlight Series webinars hosted
 - BPA Virtual Hiring & Career Expo engaged 29 employers and over 275 job-seekers
 - Exploring hybrid approaches to future outreach events
 - Relationships forged with local Historically Black Colleges & Universities
 - New guidelines for public access to DMMP sites are being developed to adhere to safety protocols in preparation for phased reopening
 - Friends of HMI created to ultimately replace the HMI COC, formed 40 years ago
 - Gwynnda: The Good Wheel of the West installed at the mouth of the Gwynns Falls
 - Masonville Education Center remains closed however, outdoor events continue on campus
 - MD Geocaching Society's annual Cache Across MD attracted more than 300 visitors
 - Opened for the first time for Memorial Day weekend, which attracted 46 visitors, 20 of whom were first time visitors
 - Three eaglets hatched in the Masonville Cove uplands area

Ms. Keene presented the Expected Milestones for Quarters 3 and 4.

- Masonville dike raising design and construction to begin
- Negotiations continue for acquisition of additional property adjacent to Cox Creek Expanded
- Virginia Channels BEWG to provide recommendations on placement alternatives
- Test and implement COVID safe tours & events
- Advertisement of public notice and hearing for Barren Island (Mid-Bay) permitting
- Fleming Park offshore restoration/resiliency design and engineering plans will be completed
- Launch IRBU website tool to serve as a resource for stakeholders and provide a formal dredged material request process

4.0 Committee Report: DMMP Management Committee Dr. Peter Goodwin, UMCES
Dr. Peter Goodwin touched on three topics of focus for the Executive Committee: blue carbon, the Mid-Bay Island project, and the reporting of the mid-year report. MDOT MPA is focused on blue carbon that is associated with the near-shore zone, submerged aquatic vegetation, and tidal wetlands. The blue carbon project sustains existing wetlands and has potential to create new wetlands as well as provide protection of shorelines and carbon sequestration.

There will be a webinar referencing wetlands as carbon sequestration. Dr. Goodwin will send MDOT the webinar information for distribution and advertisement. MDOT MPA will send out the webinar information to the DMMP Executive Committee.

The Mid-Bay Island project presents a world-class opportunity. The DMMP has put together a Mid-Bay resilience workgroup with the Corps of Engineers to explore all innovative concepts that could potentially be included in the Mid-Bay Island project. Ms. Fidler added that MDOT MPA already has a large resource library that will shortly be accessible through a shared drive for the workgroup. An additional, new working group was created that focuses on the shallow draft channels and the use of dredged material. The shallow draft group will work with Maryland counties on connecting shallow draft restorations and resiliency opportunities, as well as exploring alternative efforts to provide funding to support this work.

Ms. Fidler added that the Mid-Bay Resiliency Work Group is in the early stages. A shared library site is being created using information collected from the climate change and resiliency panel held during the 2020 December DMMP Executive Committee. Ms. Fidler stated that the Mid-Bay Resiliency Work Group needs to stay within the parameters and guardrails of the Corp's Mid-Bay authorization. For the Shallow Draft Committee, MPA is essentially playing match-maker by working with and referring others to DNR and Corps planning officials to match shoreline restoration projects to available grants and other funding in order to support mutual goals and recognize synergies. Ms. Fidler stated that more information will be provided during the December meeting. Matt Rowe stated his appreciation for the opportunity to build a collaborative process with the MPA and the Corps. Mr. Rowe indicated the importance of the barrier island effect and how that protection can be extended and the possibility of reusing the material for shoreline protection, etc. Secretary Slater stated he first worked on climate issues with the early focus being on mitigation versus the adaptation side. His past experience on sea level rise showed the transportation risk. Secretary Slater stated MDOT has recently formed a climate office; Sandy Hertz has assumed responsibility for that role. In addition, MDOT has begun tackling environmental justice as well. Secretary Slater stated that MDOT is putting organizational structure and resources (people and budget) in place to emphasize a commitment to these initiatives.

Dr. Goodwin expressed appreciation for the mid-year report and story board format that makes the report digestible. He anticipates that work on the annual report will follow a similar format and the Management Committee has begun work on drafting recommendations for the upcoming year.

Secretary Grumbles stated that the committee had his full attention and appreciates MDOT's meaningful leadership and commitment to climate change mitigation, resiliency and environmental justice. As chair of the Governor's Bay Cabinet, Secretary Grumbles stated, the key to meeting very ambitious goals is to not walk away from the market and procurement practices but to embrace pay-for-performance contracts as a real strategy, not in lieu of public funding and regulatory programs, but as a way to get private capital involved in these stream restoration, beneficial reuse and water quality efforts. This was the purpose of the Comprehensive Conservation Finance Act bill; Secretary Grumbles believes the Act will be reintroduced during the next session and has real momentum.

Mr. Ortt responded to Dr. Goodwin that the State of the Coast Conference will not occur this year and may be pushed out until February 2022.

5.0 Committee Report: DMMP CAC

Adam Lindquist, DMMP CAC Chair

Adam Lindquist explained that trash wheels are trash interceptors that are placed at the end of rivers and streams that were invented in Baltimore by a Baltimore-based company starting 2014. There are

currently four trash wheels in Baltimore and MDOT MPA has been heavily involved in all of them. Collectively, the trash wheels have removed upwards of 1,700 tons of trash and debris to date. They are unique project that has received a ton of attention. Mr. Trash Wheel has 73,000 followers and Waterfront Partnership uses his platform to encourage better environmental habitats. Gwynnda the Good Wheel of the West started operations in July. Approximately 30 tons of trash has been collected so far. A tour of Poplar Island was conducted for the DMMP committees. It was a great opportunity to see the progress of the project.

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

Michael Hart provided the dredging update for CENAP. The C&D FY21 maintenance dredging contract is expected to be awarded in September 2021 for approximately 350,000cy. Dredging will take place along the southern approach channel from the Bohemia to the Sassafra Rivers. Dredging is anticipated to start in November 2021. Pearce Creek Dredge Material Containment Facility (DMCF) will be used for placement. In addition, CENAP also anticipates the award of 3 bridge repair contracts in FY21 for the Senator Roth, St. Georges and Chesapeake City bridges. Mr. Hart stated that only the work on the Chesapeake City Bridge will require a reduction in the air gap. Air gap restrictions will be limited to half of the main span during construction

Mr. Hart also provided updates on the Pearce Creek DMCF. USACE continues to comply with the Water Quality Certificate (WQC) issued by Maryland Department of the Environment (MDE). The Annual Groundwater Monitoring report for 2021 to be ready for MDE by February 2022, and the current WQC was extended through March 30, 2022. CENAP is working with MDE to investigate the possibility to issue a multi-year WQC.

5.0 U.S. Army Corps of Engineers Update, Baltimore District, LTC Geoffrey Kuhlmann, CENAB Kevin Brennan, CENAB

LTC Kuhlmann expressed regret that Colonel Pinchasin was not able to attend what would be her first DMMP Executive Committee meeting. The Colonel has been detailed with hurricane response as well as the Afghan refugees coming into Dulles International Airport.

Kevin Brennan stated that the FY21 budget was very good with over \$20 million received. Through the FY21 work plan, an additional \$22.85 million was received, which was slightly more than a typical year of funding which allowed for additional projects. Poplar Island expansion has allowed for an additional 28 million cy of capacity which is equivalent to about 54 Baltimore World Trade Centers in volume. He stated that there are three contract actions to discuss:

- Contract action 1 – currently completing the Craig Hill Angle and Swamp Channel
 - Material will be placed in the Poplar Island expansion cells.
 - This will be the first time using the new area.
 - Contract will be completed soon.
- Contract action 2 – Will be completed at Cape Henry. Bid opening will take place on Friday. Contract will include 2.5 million cubic yards of material.
- Contract action 3 – remove 1 million cubic yards from the Cut off Angle and the Craig Hill entrance channels as well as the half a million cubic yards from the Fort McHenry channel.

- This project is possible due to the additional work plan funding that was received.
- Material from the Fort McHenry channels will go to Cox Creek
- Material from the cut off angle and the Craig Hill entrance will go to Poplar Island.
- Contract will be awarded late September and work will start in winter 2022.

Additionally, Mr. Brennan stated, the team has been working on the design for Barren Island and intends to start construction in 2022, pending funding. Construction for the perimeter dike of James Island is expected in 2024. The Seagirt loop study was signed in September 2020 and the team is working on the plan and schedules which should be completed in September 2021.

6.0 Comments from the DMMP Executive Committee **Secretary Gregory Slater, MDOT**
Secretary Slater opened the discussion to questions and comments from DMMP Executive Committee members. No comments were expressed.

7.0 Adjourn **Secretary Gregory Slater, MDOT**
Secretary Slater thanked committee members for the active discussion and for continuing to work collaboratively. The next meeting is scheduled for December 3, 2021.