

**SUMMARY OF THE JOINT DREDGED MATERIAL MANAGEMENT PROGRAM
CITIZENS' ADVISORY COMMITTEE & HARBOR TEAM MEETING**

**May 11, 2022 at 6:00 PM – Hybrid Meeting
Tradepoint Atlantic - 6995 Bethlehem Blvd., Suite 100
Sparrows Point, 21219**

Attendees:

Anchor QEA: Karin Olsen
Angie Ashley Consulting: Angie Ashley
Anne Arundel County: Chris Phipps
Baltimore County Government: David Riter, Rick Johnson
Blue Water Baltimore: Dan O'Leary
Chesapeake Bay Foundation: Doug Myers
Cox Creek Citizens Oversight Committee Chair: Gary Gakenheimer
Dundalk Renaissance Corporation: Tasha Gresham-James
Fort Howard: Scott Pappas
EcoLogix: Steve Pattison
GEOmatx Surveying and Mapping: Tom McElroy
Hart Miller Island Citizens Oversight Committee: Paul Brylske
Kent Conservation and Preservation Alliance: Doug West
Living Classrooms Foundation: Christine Truett, Lorraine Warnick
Maryland Environmental Service (MES): Danielle Wilson
Maryland Department of Natural Resources: Richard Ort
Maryland Department of Transportation Maryland Port Administration (MDOT MPA): Dave Bibo, Bertrand Djiki, Kristen Fidler, Margie Hamby, Amanda Peñafiel, Joe Ross
Masonville Citizens Advisory Committee: Anita Kestel
National Aquarium: Laura Bankey
North Point Peninsula Council: Fran Taylor
The Nature Conservancy: Andrea van Wyk
Patapsco/Back River Tributary Team: Stuart Stainman
Tradepoint Atlantic (TPA): Pete Haid
Turner Station Conservation Teams: Gloria Nelson
University of Maryland Center for Environmental Science (UMCES): Elizabeth Price
US Army Corps of Engineers (USACE): Graham McAllister
Waterfront Partnership of Baltimore: Adam Lindquist
W.R. Grace: Mark Galloway

Action Items:

- The February 9 meeting summary will be updated to reflect Mr. Taylor's representation. (complete)
- Ms. Ashley will distribute the USACE and Mr. Brylske's HMI updates to the attendees. (complete)
- Ms. Ashley and Mr. Pattison will distribute information regarding registration for the August 19 HMI field trip. (complete)

1.0 Introductory and Welcoming Remarks

*Adam Lindquist, Chair
Peter Haid, Tradepoint Atlantic*

All meeting materials can be found at the following link: [5_11_2022_CAC_HT_Meeting](#)

Mr. Lindquist convened the meeting. Mr. Taylor requested his representation be changed to the North Point Peninsula Council in the attendance section of the February 9, 2022, meeting summary. Ms. Ashley noted that the action items from the February meeting are either completed or will be addressed during the Harbor Development update.

Mr. Lindquist informed the attendees that the Baltimore trash wheels had surpassed expectations collecting over 2,000 tons of trash and litter over the eight years the program has been in operation. A celebration on April 23 commemorated Mr. Trash Wheel's eight years of service. The [Baltimore Blueway](#) project is underway to develop a master plan for water-based recreation and paddling trails in the Baltimore Inner Harbor and Middle Branch. This week, a survey is being released to gather public feedback regarding access points, routes, and historical/cultural/environmental features. The attendees were encouraged to complete the survey (<https://www.surveymonkey.com/r/2ZMGZH>). [suggest deleting link since the survey is no longer active]

Mr. Haid welcomed the attendees to Tradepoint Atlantic (TPA) and reviewed the history of the site, recognizing the heritage of Sparrows Point and Bethlehem Steel. TPA has partnered with the Baltimore Museum of Industry regarding a Bethlehem Steel exhibition. Alongside development, one of the primary site projects is remediation, which has been assisted by working closely with the Environmental Protection Agency (USEPA) and Maryland Department of the Environment (MDE). The process for site parcel remediation includes assessment, work plan approval, remediation implementation, and development. Since before the pandemic there has been 7 million (m) square feet (ft²) of new development at the site; within the past year, there were two million square feet of area ready to be developed. Additionally, TPA is entering Phase 3 of its dredging project to maintain deep water port facilities. Mr. Haid noted that over 12,000 new permanent jobs had been generated at the facility, which surpassed the initial estimate. TPA is also donating 22 acres near Jones Creek to Baltimore County for a park, including a 1,600 ft² community center with a full court gym, playground, kayak launch, multipurpose field, and walking paths. Mr. Haid noted that remediation was not needed for the donated land as most of the area was previously used as a golf course, and the remaining area, which was on a rail line, will be capped. Currently, there are no plans for a community garden in the park. Mr. Haid recommended contacting Baltimore County regarding any additional plans for the park.

Mr. Myers asked if any buildings had rooftop gardens or solar panels. Mr. Haid replied that some buildings have those features. Mr. Bibo asked if there was any interest in the shipyard building facility. Mr. Haid replied that there is interest, specifically from US Wind (a wind turbine company), as well as a cable company. Mr. Stainman asked if windmills have been investigated for providing electricity for operations. Mr. Haid responded that it has not been investigated as it is currently not practical to place windmills on the shoreline. In response to a question regarding activities being performed to mitigate impervious surface runoff, Mr. Haid replied that retention basins have been installed for many of the parcels based on the stormwater guidance manual, as well as an active wastewater treatment plant. When asked if retail space would be included at the site, Mr. Haid replied there are potential retail tenants anticipated within the next few years.

2.0 Harbor Development Update

Kristen Fidler, MDOT MPA

The Mid-Bay project has received \$84 Million in federal construction funding on behalf of the Army Corps of Engineers (USACE) to advance the Barren Island and James Island portions of the project. Construction on Barren Island is targeted for September 2022. The Masonville Dredge Material Containment Facility (DMCF) dike raising remains underway. The project had been paused during the

pandemic due to funding constraints, but funding was restored, and construction related to the base dike widening began in January 2022. Inflow of dredged material continues at Poplar, Masonville, and Cox Creek sites. Nontidal wetland mitigation requirements for the Cox Creek DMCF expansion construction will be partially met at the Genesee Valley Outdoor Learning Center. Additionally, a nature trail is being designed in the Swan Creek conservation easement next to Cox Creek as a community enhancement. Masonville Cove will be put into a conservation easement with Maryland Environmental Trust and Baltimore Green Space as a requirement of the original Masonville DMCF permit. Finally, MDOT MPA is actively working on completing the 30% design of the Fleming Park Shoreline Restoration in partnership with Turner Station Conservation Teams.

MDOT MPA has signed the memorandum of agreement (MOA) with Federal Highway Administration, US Fish and Wildlife Service (FWS), and National Park Service, and the MOA will be signed by federal partners soon for the design and construction of the 1.2-mile shared use path along Frankfur Avenue. Ms. van Wyk asked if coordination was occurring with Reimagine Middle Branch, which is working on its own trails and parks. Ms. Fidler replied that coordination is ongoing with community organizations to implement larger trail network connectivity.

To date, under MDOT MPA's Research and Development Request for Proposal (RFP) for Innovative Reuse and Beneficial Use (IRBU) projects, six contracts have been awarded by the Board of Public Works (BPW). Attendees were encouraged to attend the June 7 Innovative Reuse Committee meeting to receive study result updates from several contract awardees and next steps on potential scalability to IR pilot programs. A seventh contract has been recommended by the technical evaluation committee but will require BPW approval. MDOT MPA continues to work towards acquisition of the property next to the Cox Creek DMCF to provide additional space for IRBU efforts. A IRBU webtool is available on the Dredged Material Management Program (DMMP) website (<https://maryland-dmmp.com/future-solutions>) to provide a single location for all information related to the MDOT MPA IRBU program. External parties can request material from MDOT MPA, along with informational videos, project examples and program resources. Mr. Taylor asked if Hart-Miller Island (HMI) would be able to be used as a pilot location for IRBU material for shoreline protection, as well as the North Point State Park, which is experiencing extensive erosion. Ms. Fidler stated that as results for the current pilots are received, IRBU shoreline protection can be investigated as a future pilot project.

MDOT MPA has been active since February with ongoing outreach, stakeholder, and community engagement. In March, MDOT MPA hosted Department of the Interior Secretary Deb Haaland at Masonville Cove, which is the first Urban Wildlife Partnership in the nation. The FWS has hosted a community science program at Masonville Cove, allowing participants to become community scientists. In April, MDOT MPA hosted a literacy celebration at Masonville Cove, a first for the site. A Youth Birding Week will be hosted across all MDOT MPA sites in July. Additionally, the Baltimore Port Alliance (BPA) will be hosting a Hiring and Career Expo on May 26.

In 2020, MDOT MPA had 6,743 engagements with the public compared to 10,682 engagements in 2021. It was noted that pre-COVID there were approximately 40,000 engagements (engagements are defined as planned outreach events, education programs, and site visits). The MDOT MPA education program includes Maryland Environmental Service (MES), Living Classrooms Foundation (LCF), and the National Aquarium (NA). Approximately half of the schools engaged in the program are Title I schools and 28% of the schools are certified as Maryland Association for Environmental and Outdoor Education (MAEOE) Green Schools. At Masonville Cove, there was an increase in general visitors in 2021 with over 39% of

the visitors being first-time visitors. On-site at Masonville Cove, Captain Trash Wheel and additional shoreline clean-ups have removed 48,000 pounds of trash and debris.

Ms. Fidler reviewed and provided follow up for the outstanding action items from the February meeting. First, regarding the sediment sampling and quality in the Seagirt Loop related to the deepening project, sediment borings were conducted in the channel in conjunction with the Berth 3 project, which was deepened in 2021, and the material quality was similar when compared to material placed at the DMCs. When the Seagirt Loop project moves forward, sediment sampling will be conducted with the updated sampling requirements, which now include collecting for Toxicity Characteristic Leaching Procedure (TCLP). The second outstanding item asked if mitigation could be conducted as a joint effort with the MDOT MPA, State Highway Administration (SHA), and TPA, regarding the truck traffic safety concerns due to the expansion in the area. MDOT MPA can facilitate liaising between the community and SHA regarding the concerns to ensure they are addressed. Finally, there was a request for an update on the Ever Forward. Ms. Fidler stated that the ship ran aground outside the designated shipping channel and has since been removed through a coordinated effort, which included dredging and subsequent placement of material at Poplar Island and removal of some containers. The freed ship returned to Seagirt to have the containers on the ship replaced and then continued its original journey. The USACE channel survey determined that it is still at 50 ft or deeper.

Mr. Lindquist noted that the Waterfront Partnership in collaboration with LCF and NA, installed a turtle basking platform in the inner harbor across from the LCF campus. Since the platform is being well used by turtles, Mr. Lindquist stated a similar project may be successful at Masonville Cove.

3.0 Mid-Bay Resiliency Workgroup

Karin Olsen, Anchor

The mission of the Mid-Bay Resiliency Workgroup is to identify, evaluate, and recommend design and habitat features that enhance climate resiliency and strengthen carbon sequestration while contributing to ecological improvement in and/or near the Mid-Bay Island Ecosystem Restoration Project. Objectives include reviewing the existing project information for potential opportunities and constraints related to the Mid-Bay Project, compiling a list of climate resilient restoration projects using the latest science and considering nature-based design features that may be feasible, and identifying any social or environmental justice priorities. Participants include MDOT MPA, USACE, MDE, Maryland Department of Natural Resources (DNR), FWS, National Marine Fisheries Service (NMFS), Chesapeake Bay Foundation, and University of Maryland Center for Environmental Science. Collaboration includes regional stakeholders and subject matter experts as necessary such as USACE Engineer Research and Development Center (ERDC) and Dorchester County representatives.

The James Island recommended plan included 2,072 acres of habitat restoration, with a total capacity to hold 90-95 million cubic yards (mcy) of dredged material, the Barren Island recommended plan included 72 acres of habitat restoration, which will protect 1,325 acres of submerged aquatic vegetation. The Barren Island preconstruction, engineering, and design (PED) phase is ongoing. The supplemental Environmental Assessment (sEA) was finalized in March 2022 as an update to existing environmental conditions. The permitting process has been initiated and is ongoing. Construction is fully funded by the Federal Infrastructure Bill. The Honga River dredging project was listed in the Federal Fiscal Year 23 budget, pending Congressional appropriations. The Honga River dredging will improve access for watermen and the dredged material will be beneficially used to create the Barren Island wetlands. There are four phases for Barren Island construction: Phase 1 - construction and improvement of the existing western stone sill and breakwater construction; Phase 2 - construction of the bird habitat islands and northeast stone sill; Phases 3 and 4 - construction of the wetlands and installation of the water discharge outlets.

The Mid-Bay Resiliency Work Group began meeting in late 2021 with review of the project authorization, requirements, constraints, and opportunities for input. Information gathered to date includes lessons learned from Poplar Island and other successful projects, identification of opportunities around Mid-Bay to increase resiliency and restoration for Dorchester County, review of the research into nature-based features, and opportunities to take advantage of regional grant programs to enhance Mid-Bay. The work group aims to provide recommendations to MDOT MPA and USACE on efforts that could be evaluated as the design moves forward, focusing on Barren Island currently.

4.0 US Army Corps of Engineers Report

Graham McAllister, USACE

Due to time constraints, Mr. McAllister provided a brief USACE update, and Ms. Ashley will distribute the detailed USACE updates to the attendees for review. A mechanical bucket dredging contract in the Baltimore Harbor, awarded to Cashman Dredging, began in March around the time of the Ever Forward grounding. Cashman Dredging was provided flexibility to assist with the Ever Forward recovery efforts. Cashman Dredging will be removing approximately 1.5mcy of material to be placed at Poplar Island. Approximately 500,000cy of material will be dredged from the Baltimore Harbor and placed at Cox Creek. The final contract is at the mouth of the Chesapeake Bay in the Cape Henry channel, which was awarded to Dutra. Dutra is using a hopper dredge to remove approximately 2.4mcy of material to be placed at an open water placement site off the coast of Virginia. Currently, the USACE is working on contracts for future dredging work in the Maryland approach channels and Baltimore Harbor. Ms. McAllister noted, regarding the Seagirt Loop Study, that the ship simulation has been completed and the economic optimization will continue until the Agency Decision milestone, anticipated in July.

5.0 Round Table Remarks & Open Discussion

Committee Members, MDOT MPA

Due to time constraints, Ms. Ashley will distribute detailed HMI updates from Mr. Brylske to attendees for review. Mr. Brylske stated that the HMI south cell park opening was delayed a month due to supply chain issues for the restroom. A site cleanup was held in April. The HMI run is scheduled for October 22. Mr. Brylske provided the new DNR HMI brochure and encouraged attendees to join the [Friends of HMI group](#).

Ms. Kestel encouraged attendance at the June 14 Masonville Citizens Advisory Committee meeting as well as checking out the Masonville Cove website (www.masonvillecove.org). Ms. Kestel noted that MES identified 92 species of birds at Masonville at a recent bird monitoring event.

Mr. Gakenheimer stated that the next Cox Creek Citizens Oversight Committee will be held on May 25 and a site tour is scheduled if the weather cooperates.

Ms. Ashley noted that the Harbor Team (HT)/Citizens Advisory Committee (CAC) selected HMI for the annual field trip, which is scheduled for August 19 with a rain date of August 26. Ms. Ashley and Mr. Pattison will distribute information regarding registration for the field trip.

The next HT/CAC meeting will be held on September 21.