

FINAL
SUMMARY OF THE DREDGED MATERIAL MANAGEMENT PROGRAM
MANAGEMENT COMMITTEE MEETING
March 23, 2022, 10:00 AM
Virtual Meeting

Attendees:

Angie Ashley Consulting: Angie Ashley
Association of Maryland Ports (AMP): Eric Nielsen
Baltimore Port Alliance (BPA): Rupert Denney
Citizens Advisory Committee (CAC): Adam Lindquist (Chair)
Chesapeake Bay Foundation (CBF): Doug Myers
Council Fire: George Chmael II
Maryland Environmental Service (MES): Marni Dolinar, Jeff Halka, Benjamin Langer
Maryland Department of Natural Resources: Richard Ortt
Maryland Department of the Environment (MDE): Matt Rowe
Maryland Department of Transportation (MDOT): John Denniston
Maryland Department of Transportation Maryland Port Administration (MDOT MPA): Bertrand Djiki, Kristen Fidler, Jennifer Guthrie, Margie Hamby, Katrina Jones, Holly Miller, Amanda Peñafiel, Joe Ross
University of Maryland Center for Environmental Science (UMCES): Dr. Peter Goodwin, Dave Nemazie
US Army Corps of Engineers, Baltimore District (CENAB): Justin Callahan, Graham McAllister, Jeremiah Spiga
US Army Corps of Engineers, Philadelphia District (CENAP): Michael Hart
US Fish and Wildlife Service (FWS): Robbie Callahan, Genevieve LaRouche

Action Items:

1. MDOT MPA will follow up with Maryland Transit Authority on the outcome of the bus line extension discussion regarding routes to Masonville Cove and the marine terminals.
2. Mr. McAllister will follow up internally and provide information regarding a timeframe for implementation guidance for Section 125 subsections (a), (b), and (d).
3. Mr. McAllister will provide an update at the June 2022 Management Committee Meeting regarding the USACE's progress towards Presidential Executive Order 14008 on Tackling the Climate Crisis at Home and Abroad.
4. In response to Mr. Myers inquiry, MDOT MPA will prepare a list of beneficial use projects previously conducted, and the resources and opportunities available for future beneficial use projects.

1.0 Convene and Welcome

Ms. Kristen Fidler, MDOT MPA

Meeting materials can be found at the following link: [3/23 DMMP Management Committee Meeting](#)
Ms. Fidler welcomed attendees and called the meeting to order. The November 17, 2021, Dredged Material Management Program (DMMP) Management Committee meeting summary passed unanimously.

2.0 Harbor Development Update

Kristen Fidler, MDOT MPA

Ms. Fidler introduced a new MDOT MPA Harbor Development team member, Mr. Joe Ross. Ms. Fidler reviewed the 2021 DMMP accomplishments and the virtual 2021 DMMP Annual meeting, which was attended by 136 participants, representing 79 organizations. The Annual meeting materials and virtual

exhibit hall are available here: <https://maryland-dmmp.com/annual-meeting>. Ms. Fidler stated that many of the [2021 DMMP Annual Report](#) recommendations discuss climate change and plans for external risks, such as sea level rise. MDOT MPA is expecting climate change legislation to be passed during this legislative session.

Masonville and Cox Creek Dredged Material Containment Facility (DMCF) expansions are underway. The Masonville base dike widening began on January 11 and once complete, the exterior dike will be raised incrementally to +30' mean lower low water (MLLW) and then to elevation +42' MLLW. The Cox Creek DMCF base dike widening was completed, and the contractor is installing armored swales on the exterior of the dike for stormwater management. A Cox Creek north-south cross dike is being constructed and the exterior dike will be raised to +60' MLLW and laterally extended.

The new Seagirt Berth 3 cranes will soon be operational. The Seagirt Loop feasibility study is underway in partnership with the US Army Corps of Engineers (USACE) and investigates the feasibility of dredging to deepen the west Seagirt Branch channel to complete the navigation loop for ships. The Tentatively Selected Plan was released for public comment in early 2022 and a public meeting was held February 24. The Seagirt Loop project is one of several projects to support a 50' deep channel system; other projects include the Seagirt Berth 3 deepening and raising the clearance height of the Howard Street tunnel.

The Maryland Board of Public Works has approved six research and development innovative reuse contracts under the MDOT MPA request for proposal (RFP). Results from these innovative reuse product studies will be reported to the Management Committee once received. MDOT MPA recently launched the [Innovative Reuse and Beneficial Use \(IRBU\) Web Tool](#), which includes information related to MDOT MPA's IRBU program, a formal platform to request dredged material, and informational videos, project examples, and program resources.

Field investigations associated with Confined Aquatic Disposal (CAD) are nearing completion and the investigation report is expected to be received for MDOT MPA review in late March 2022. The report will identify future potential CAD sites for further study.

MDOT MPA has been hosting the Virginia Bay Enhancement Working Group in coordination with various partners to locate alternative dredged material placement sites in lieu of the Wolf Trap open water placement site. Phase 1 of the investigation will be completed shortly, with the next phase of the investigation to further evaluate and refine the identified Phase 1 locations via a technical analysis.

Acquisition negotiations with Tronox, the adjacent property owners to Cox Creek DMCF, are ongoing. MDOT MPA intends to utilize the property for long-term large-scale innovative reuse of dredged material. MDOT MPA is continuing coordination with Maryland Department of the Environment (MDE) related to future permitting.

The Swan Creek Nature trail design, one of the community enhancements projects associated with the +60' dike raising and expansion at Cox Creek DMCF, is underway and was awarded a grant through MDOT State Highway Administration (SHA)'s Recreational Trails Program to fund a portion of the trail. Mr. Rowe inquired about the use of dredged material for the trail. Ms. Peñafiel responded that MDOT MPA is planning to utilize dredged material in the construction of the trail, where applicable.

MDOT MPA is in the process of executing a memorandum of agreement (MOA) with the Federal Highway Administration, National Parks Service, and US Fish and Wildlife Service (FWS) for the Federal Lands Access Program (FLAP) design and construction funding grant for a multi-modal access trail from the Gwynn's Falls trail system to connect to Masonville Cove. Once the MOA is executed, stakeholder engagement will commence to obtain community input on the trail design. Department of the Interior Secretary Ms. Deb Haaland visited Masonville Cove on March 11. Mr. Myers asked if extension of public transportation service to Masonville Cove was discussed. Ms. Fidler responded that MDOT MPA has discussed a potential extension of the bus line with Maryland Transit Administration, not only to Masonville Cove but also to the public and private marine terminals and stated that she will follow up internally to obtain an update/determination regarding the discussion.

MDOT MPA continues Mid-Bay project outreach and stakeholder engagement and will be briefing the Dorchester County Council on the project updates in early April 2022.

Ms. Fidler provided MDOT MPA Executive Director, William P. Doyle's statement regarding the Ever Forward grounding: "Dredging operations are underway to free the Ever Forward containership. It is still too early to tell how long it may take. All dredged material excavated will be beneficially used to restore the Maryland Port Administration's Poplar Island in the Chesapeake Bay. The U.S. Coast Guard and the Army Corps of Engineers continue to do a terrific job handling this huge effort. The ship's grounding has not prevented other ships from transiting into or out of the Port of Baltimore. Business and commerce related activities at the Port of Baltimore continue as normal."

3.0 US Army Corps of Engineers

Mike Hart, CENAP
Graham McAllister, CENAB
Justin Callahan, CENAB

CENAP Updates

The USACE Philadelphia District (CENAP) dredging project, with placement at Pearce Creek DMCF, is currently in progress. Due to a late start by the contractor, dredging began in mid-February 2022 and is not expected to be completed within the dredging window ending on March 31, 2022. CENAP estimates the contractor will have only dredged approximately 100,000 cubic yards (cy) within the time remaining, which will amount to 25% of the total project amount.

CENAB Updates

Mr. McAllister stated that a \$29.9 million maintenance dredging contract was awarded to Cashman Dredging in February 2022 for work in Baltimore Harbor and Maryland approach channels. Cashman began mobilizing at Poplar Island on March 8. Late on March 13, the USACE Baltimore District (CENAB) was notified that the Ever Forward grounded just beyond the Craighill Channel. CENAB worked with Cashman to modify the maintenance contract to provide flexibility for Cashman to assist with the Ever Forward salvage dredging effort. On March 20, Cashman moved from the Craighill Entrance Channel and began assisting with this effort. At that time, approximately 50% of Craighill Entrance Channel dredging had been completed and placed at Poplar Island. The remainder of the maintenance dredging contract consists of 625,000 cy within the Cutoff Angle to be placed at Poplar Island, 500,000 cy within the Fort McHenry Channel to be placed at the Cox Creek DMCF and dragging operations within the East Channel to obtain a uniform depth of 7 feet. Mr. Myers inquired about who would be financially responsible for the costs associated with the salvage dredging. Mr. McAllister and Ms. Fidler responded that the cost will not be attributed to CENAB or the Port of Baltimore and will be covered by Evergreen Marine.

Mr. Callahan stated that the approximately 950,000 cy of maintenance dredged material from the channels will be placed at Poplar in Cells 8 and 11. The majority of the material dredged in association with the salvage dredging will be placed in Cell 8. Approximately 40 million (m) cy of dredged material was placed at Poplar within the 2020/2021 inflow cycle bringing the site to 60% total capacity. Current estimates project that Poplar will reach capacity in approximately 2032.

The \$14.9 million Cape Henry Channel dredging contract was awarded to the Dutra Group and consists of dredging and placing approximately 2.4 mcy at the Dam Neck open water placement site. Dredging commenced in mid-December 2021 and is expected to be completed in late April 2022.

CENAB is developing the winter 2022/2023 maintenance dredging contract with solicitation planned for July 2022 and award in September 2022. The contract includes dredging approximately 400,000 cy from the Brewerton Angle and approximately 100,000 cy from Curtis Bay and Curtis Creek with material placed at the Cox Creek DMCF. The contract also includes dredging approximately 2 mcy from the Brewerton Extension and Tolchester Channel and currently unspecified amounts from the Craighill Upper Range and Craighill Channel, depending on funding and placement capacity.

CENAB is expecting to solicit the construction contract for the Barren Island portion of the Mid-Bay project in late June 2022 with award in August 2022. Approximately \$37.5 million was received through the Infrastructure Investment and Jobs Act for Barren Island. Next steps for the project include obtaining the MDE Water Quality Certification, which is expected in April, and execution of a construction agreement between CENAB and MDOT MPA, which is expected in June 2022.

The Tentatively Selected Plan for the Seagirt Loop is a 47' deep channel. The team is working through a ship simulation and optimizing the plan design to factor safety in the evaluation, which may impact the recommended plan. The upcoming milestones include the Agency Decision milestone in June 2022 and the signed Chief's Report in September 2023. CENAB is currently focused on appropriating federal funds for the pre-construction engineering design for the Seagirt Loop.

Mr. McAllister provided an overview of WRDA 2020 Section 125, which was signed in December 2020. In late October 2021, the Assistant Secretary of the Army for Civil Works issued implementation guidance for WRDA 2020 Section 125 subsection (c) related to the 5-year regional dredged material management plan. The 5-year dredged material management plan will be developed with the input of non-federal interests, stakeholders, and the public. Beneficial use may be pursued if the incremental costs are funded by non-federal interest. Mr. McAllister provided the link to the implementation guidance for Section 125 subsection (c): https://www.usace.army.mil/Missions/Civil-Works/Project-Planning/Legislative-Links/wrda_2020/ Ms. Fidler inquired about a timeframe for implementation guidance for subsections (a), (b), and (d). Mr. McAllister responded that he would inquire internally.

Mr. Rowe asked if the USACE is developing a climate adaptation plan due to Presidential Executive Order 14008 for Tackling the Climate Crisis at Home and Abroad. Mr. McAllister responded that the USACE considers climate change effects and sea level rise in every future action under evaluation at the district level. At Mr. Rowe's request, Mr. McAllister agreed to provide an update regarding the Executive Order at the June Management Committee meeting.

Mr. Myers asked if the USACE was doing any work to protect privately owned shorelines, such as the Smith and Tangier Island communities. Mr. McAllister stated that CENAB has conducted shallow-draft navigation projects at Smith Island channels and jetties. The Twitch Cove and Big Throughfare federal

channels were dredged in federal fiscal year 2019 and placed on Swan Island, owned by the FWS. This project restored Swan Island and provided protection for Yule Island. Jetties were also constructed at Sheep Pen Gut and Rhodes Point areas. Ms. Fidler stated that MDOT MPA is tracking beneficial use projects, and the resources and opportunities available for future beneficial use projects.

4.0 Committee Reports

Committee Members

Citizens Advisory Committee (CAC)

Mr. Lindquist stated that the 2021 DMMP Annual meeting was the highest ever attended meeting. Virtual and hybrid style meetings enable a higher attendance due to more accessibility to a wider audience that may be unable to meet in person. Mr. Lindquist asked the MDOT MPA to consider hybrid meetings as an option even as in-person meetings return to retain those attendees that may only be available virtually. The February 9 CAC meeting included updates on the Howard Street Tunnel project and consensus on a summer field trip to Hart-Miller Island. Mr. Lindquist inquired about the impetus of the Masonville Cove visit by Secretary Haaland and lack of social media posts regarding the visit. Ms. LaRouche responded that the Secretary was looking for Maryland sites to visit with examples of community partnerships, restored habitat, and environmental justice and equitable access issues and the FWS recommended Masonville Cove. Regarding social media content, all images with the Secretary must first be approved by the Secretary's office, which can cause delays in release to social media.

Mid-Bay Resiliency Workgroup

Mr. Rowe stated that the Mid-Bay Resiliency Workgroup meets monthly. Members were recently polled regarding goals and objectives for the Workgroup and feedback/suggestions for future meeting topics. The Workgroup will be using Poplar Island lessons learned to integrate into the Mid-Bay project. The March 16 meeting focused on the Barren Island construction phases and timeline, a concept catalog of resiliency enhancements either recommended by the Workgroup or that the Workgroup is interested in exploring and reviewing the draft Workgroup schedule and future meeting topics.

Management Committee

Dr. Goodwin stated that the University of Maryland Center for Environmental Science and the Maryland Department of Natural Resources (DNR) released the first Coastal Adaptation Report Card for Maryland on January 21, 2022 and found here: <https://ian.umces.edu/publications/2021-maryland-coastal-adaptation-report-card/>. This report provides a snapshot of current adaptation status in Maryland's coastal zone, and establishes a framework for measuring future progress. While Maryland has an overall score of "B-", Maryland received an "A" for the use of dredged material for environmental value under the ecosystem indicator. The DMMP in consultation and collaboration with other state agency activities have completed three Blue Carbon workshops, which can be viewed online at: [Accounting for Maryland's Blue Carbon](#) (December 8, 2021), [Environmental Finance Mechanisms for Enhancing Maryland's Blue Carbon](#) (January 20, 2022), and [Living Shorelines in Practice - Enhancing Coastal Resilience](#) (February 10, 2022). The Maryland Sea Grant established a new program for three Sea Grant Fellows to synthesize a report highlighting findings identified from these workshops.

Dr. Goodwin asked the Committee members to inform Ms. Kristen Keene any engagement related to leveraging partnerships with sister agencies; climate change issues; and outreach and education recommendations regarding equity and environmental justice, particularly underserved communities, to capture the full range of activities that the DMMP touches upon.

5.0 Closing Remarks and Adjourn

Kristen Fidler, MDOT MPA

The next Management Committee meeting is scheduled for June 22, 2022. The DMMP annual field trips will be held on August 19 and 26 (rain date), pre-registration will be required. The remaining 2022 DMMP Management Committee meetings are scheduled for September 28 and November 16. The DMMP Annual meeting is scheduled for December 9, 2022.