

FINAL
SUMMARY OF THE DREDGED MATERIAL MANAGEMENT PROGRAM
MANAGEMENT COMMITTEE MEETING
September 28, 2022, 10:00 AM
Cox Creek Operations and Maintenance Facility
Hybrid Meeting

Attendees:

Anchor QEA: Karin Olsen
Angie Ashley Consulting: Angie Ashley
Association of Maryland Ports (AMP): Eric Nielsen
National Audubon Society Mid-Atlantic Region: David Curson
Baltimore Port Alliance (BPA): Rupert Denney
Citizens Advisory Committee (CAC): Adam Lindquist (Chair)
Council Fire: George Chmael II
Maryland Environmental Service (MES): Marni Dolinar, Benjamin Langer
Maryland Department of the Environment (MDE): Matt Rowe
Maryland Department of Transportation (MDOT): Bill Richardson
MDOT Maryland Port Administration (MPA): Dave Bibo, Bertrand Djiki, Kristen Fidler, Danielle Fisher, Rachael Gilde, Jennifer Guthrie, Margie Hamby, Katrina Jones, Holly Miller, Rachel Miller, Oge Nwafor, Amanda Peñafiel, Joseph Ross
Maryland Geological Survey: Stephen Van Ryswick
Rukert Terminals Corporation: Andy Nixon
University of Maryland Center for Environmental Science (UMCES): Dr. Peter Goodwin
US Army Corps of Engineers, Baltimore District (CENAB): Graham McAllister, Katie Perkins
US Fish and Wildlife Service (FWS): Robbie Callahan

Action Items:

1. MDOT MPA will distribute the June 22, 2022, Management Committee meeting summary for review. (complete)
2. MDOT MPA will resend the link for the [Draft 2022 Annual Report Outline](#) to the Committee. (complete)
3. The Committee will review the Draft 2022 Annual Report Outline and provide any comments by October 5, 2022.

1.0 Convene and Welcome

Kristen Fidler, MDOT MPA

Meeting materials can be found at the following link: [9/28 Management Committee Meeting](#). Ms. Fidler welcomed attendees and called the meeting to order. The June 22, 2022, Dredged Material Management Program (DMMP) Management Committee meeting summary will be distributed to the Committee for review as a follow up to the meeting.

2.0 Harbor Development Update

Kristen Fidler, MDOT MPA

The Masonville Dredged Material Containment Facility (DMCF) base dike widening is approximately 65% complete. The base dike widening and raising to an elevation of +18' mean lower low water (MLLW) is anticipated to be complete by March 2023. Concurrently, the design and permitting for the construction of the +30' MLLW dike raising is underway.

The Cox Creek DMCF waterside dike raising is currently ahead of schedule and is anticipated to reach an elevation of +44' MLLW in January 2023 and +60' MLLW in May 2024. The north-south cross dike

has been completed. The Swan Creek Nature Trail design is anticipated to reach 100% completion in late Spring 2023 with construction projected to begin in Fall 2023. Ms. Fidler emphasized the importance and value of the continued input provided by the Cox Creek Oversight Committee (CC COC) in the trail design process.

The 100% design for the Genesee Valley Outdoor Learning Center (GVOLC) mitigation project was submitted to regulators on June 22, 2022. The Maryland Department of Environment (MDE) Waterways permit has been received. The Forest Conservation Plan was submitted to the Maryland Department of Natural Resources (DNR) on August 2, 2022. Coordination pertaining to the conservation easement is ongoing but is anticipated to go before the Board of Public Works (BPW) for approval at either the October or November 2022 meeting. Construction is anticipated to begin in early 2023. GVOLC presented the mitigation project at their 40th Anniversary Celebration on September 17, 2022. Mr. Rowe asked if the mitigation associated with the Cox Creek DMCF expansion is for tidal or nontidal wetland impacts. Ms. Peñafiel responded that the mitigation is for 1.6 acres of nontidal impacts.

The Masonville Cove Connector memorandum of agreement (MOA) between the U.S. Fish and Wildlife Service (USFWS), National Park Service, Federal Highway Administration, and MDOT MPA for design and partial construction was executed. The trail will be approximately one mile in length, originate from Masonville Cove, and connect to a larger network of trails being advanced by community partners and Medstar Harbor Hospital. Next steps for the project include stakeholder engagement, community outreach and design to 30%.

MDOT MPA hosted the first Youth Birding Week. The weeklong program included ten students ranging from the ages of seven to eleven and was supported by a grant from the Chesapeake Bay Trust. Masonville Cove was the program's primary location, however, students were able to visit each of the DMCF sites including Cox Creek, Hart Miller Island, the Paul S. Sarbanes Ecosystem Restoration Project at Poplar Island (Poplar), and Masonville. Each student was assigned a specific bird to learn about over the course of the event and present on at the event's conclusion.

The BPW has approved six innovative reuse research and development contracts under the MDOT MPA request for proposal. Belden-Eco Products, LLC and Northgate Environmental Management, Inc. presented their findings at the June 7, 2022, Innovative Reuse Committee (IRC) meeting. Results from Fastrak Express, Inc., Harford Industrial Minerals, Inc., and Susquehanna Concrete Products, Inc. are anticipated to be presented at the spring 2023 IRC meeting.

MDOT MPA has signed a purchase and sale agreement to acquire a 130-acre parcel of land adjacent to the Cox Creek DMCF. MDOT MPA anticipates presenting the agreement and the subsequent administrative consent order issued by MDE to the BPW for approval at the October or November 2022 meeting. MDOT MPA plans to utilize the property as a productive asset to recover capacity in the Cox Creek DMCF and work with the private sector to facilitate the reuse of dredged material on site. Mr. Denney asked if MDOT MPA needs private sector support for the BPW presentation. Ms. Fidler responded in the affirmative. Mr. Nixon inquired about the cost of acquiring the property. Ms. Fidler stated that MDOT MPA entered into a cost share agreement with the previous owners of the property in the amount of \$75M for remedial costs over ten years. Dr. Goodwin asked if the remedial cost takes into account increases in construction and material prices as well as supply chain delays. Ms. Fidler responded that inflationary prices are built into MDOT MPA's six-year plan and includes contingency in case of potential disruptions.

3.0 DMMP Annual Report & Recommendations

Dr. Peter Goodwin, UMCES

Dr. Goodwin stated that the 2022 DMMP Annual Report will serve as a resource for incoming and incumbent administration and legislature. It is organized similarly to the previous report, and will primarily focus on highlights from the year and recommendations for next year. It will be available on the DMMP website, [Maryland Dredged Material Management Program \(maryland-dmmp.com\)](http://maryland-dmmp.com).

Dr. Goodwin suggested the report link Maryland's climate goals with climate resiliency and environmental justice, incorporate Maryland's Coastal Adaptive report card, and leverage existing partnerships such as the partnership with the United States Army Corps of Engineers (USACE). Mr. Denney suggested the Port extend their 20-year plan to 35 years to garner more interest from the private sector to invest in Baltimore. Mr. Rowe inquired about the location of the 2021 Annual Report. Ms. Ashley responded that the 2021 report is posted online at www.Maryland-DMMP.com. Mr. Rowe recommended that the report be more easily accessible on the website. Mr. Rowe, in regard to the 2022 Annual Report, recommended that a challenges and opportunities section lead into the recommendations section to provide more context. Mr. Curson suggested the report include recommendations for beneficial use projects for ecological benefits. Mr. Denney suggested that the group consider a broader opportunity for mitigation projects and not be limited geographically. Mr. Rowe asked if MDOT MPA performed a climate vulnerability assessment of the Port's infrastructure. Ms. Fidler responded that climate vulnerability assessments are conducted prior to the construction of each facility and added that MDOT Office of the Environment is working on a bay-wide climate vulnerability assessment. Mr. Rowe suggested referencing the assessments in the annual report. Mr. Bibb asked Mr. Denney if the recommendations adequately incorporate dredging associated with marine terminals. Mr. Denney responded in the negative and added that the current dredging program discourages terminal development. Mr. Denney suggested MDOT MPA offer capacity for new dredging projects up to a certain cap annually. Mr. Nixon expounded that there could be a window for new work dredging opportunities within a five-year period.

Ms. Fidler asked the Committee to review the draft 2022 DMMP Annual Report Outline and provide any comments, questions, or concerns to MDOT MPA for consideration in the report by October 5, 2022.

4.0 U.S. Army Corps of Engineers

**Graham McAllister, CENAB
Katie Perkins, CENAB**

North Atlantic Division – Baltimore District

In July 2022, Cashman Dredging completed a \$29.9M contract for dredging the Maryland approach and Harbor channels. Resources from this dredging were allowed to be diverted during the Ever Forward dredging operations. Once work resumed in the channels, approximately 270,000 cubic yards (cy) and 700,000cy of material was removed from the Craighill Entrance and Cutoff Angle, respectively, and placed at Poplar Island. Approximately 598,000cy of material was dredged from the Fort McHenry Channel and placed in the Cox Creek DMCF. The contract also included a dragging option for the East Channel, which resulted in improved conditions and a uniform bottom of 47'.

Solicitation for the next maintenance dredging contract is expected to occur in October 2022, with award in November 2022, and dredging planned for winter 2022/2023. The dredging contract will include dredging and placing approximately 400,000cy and 100,000cy from the Brewerton Angle and Curtis Bay/Curtis Creek, respectively, at Cox Creek DMCF and approximately 2 million cy from the Brewerton Eastern Extension and Tolchester channel at Poplar Island

The USACE completed the agency decision milestone for the Seagirt Loop in July 2022 and has fully endorsed the recommended plan of dredging the loop to a depth of -50' MLLW. The final report is currently being revised but submission is anticipated for November 28, 2022. The USACE is seeking a letter of support from MDOT MPA. The new work dredged material associated with the deepening will be placed at Cox Creek DMCF.

The \$43M construction contract for the Barren Island portion of the Mid-Chesapeake Bay Ecosystem Restoration (Mid-Bay) Project was awarded on September 26, 2022, with construction anticipated to begin in fall 2022. A public meeting for the project is scheduled for November 19, 2022, on Hoopers Island. The design for the James Island portion of the Mid-Bay Project has commenced. Mr. Rowe recommended that the USACE continues to work closely with the Mid-Bay Resiliency Workgroup. Ms. Perkins suggested that Mr. Rowe bring the recommendation to the Workgroup at their next meeting.

The summer inflow at Poplar Island is complete and staff are currently preparing the site for the early 2023 inflow in cells 8, 9, 10, and 11. Sand stockpiles in Cells 4, 1D, and 7 are being consolidated into Cell 1D to complete inflows and development of several wetland cells within the wetland planting timeframe of 2029-2030. After completion of the 2022/2023 winter dredging, inflow will be directed to southern cells. Major activities remaining include raising Cell 11 with approximately 600,000 cy of sand and Cell 6 with 5' of sand.

North Atlantic Division – Philadelphia District

Ms. Miller reported that CENAP is currently working on cleaning shoulder areas at Warren Point and is working on solicitations for upcoming contracts.

5.0 Committee Reports

Citizens Advisory Committee (CAC)

Adam Lindquist, CAC Chair

The CAC attended a tour of Hart Miller Island in August 2022. Masonville Cove celebrated Urban Wildlife Conservation Day on September 24, 2022. The Waterfront Partnership celebrated Mr. Trash Wheel Fun Fest on September 24, 2022. The first non-Baltimore trash wheel, Wanda Diaz, was launched in Panama at the mouth of the Rio Juan Diaz. The Waterfront Partnership will be publishing its 2022 annual report in October 2022. On September 21, 2022, the CAC officially combined with the Harbor Team. Ms. Fidler stated that the Harbor Team can reconvene if needed, and noted the MDOT MPA is grateful for the support of the Harbor Team for the past twenty years and will continue to welcome their input as part of the Citizens Advisory Committee.

Mid-Bay Resiliency Workgroup

Karin Olsen, Anchor QEA

Preliminary comments on the Barren Island master plan are due on September 30, 2022. The Workgroup has been asked to provide initial comments on the conceptual James Island master plan. The supplemental Environmental Impact Statement (EIS) and National Environmental Policy Act (NEPA) process are kicking off in fall 2022. The USACE Geographic Information Systems (GIS) team developed a website portal for the Mid-Bay Project with public and non-public facing portions. [insert link]

6.0 Closing Remarks and Adjourn

Kristen Fidler, MDOT MPA

The next Management Committee meeting is scheduled for November 16, 2022. The DMMP Annual meeting is scheduled for December 9, 2022.