

**SUMMARY OF THE DREDGED MATERIAL MANAGEMENT PROGRAM
CITIZENS' ADVISORY COMMITTEE MEETING
February 8, 2023, at 6:00 PM – Hybrid Meeting
North Point Branch Baltimore Public Library – 1716 Merritt Blvd, Dundalk, 21222**

Attendees:

Angie Ashley Consulting: Angie Ashley
Baltimore County Department of Environmental Protection and Sustainability: David Ritter
Baltimore Gas and Electric (BGE): Chandra Chithaluru
Cox Creek Citizens Oversight Committee (CC COC) Chair: Gary Gakenheimer
EcoLogix: Steve Pattison
Fort Howard Community Association: Scott Pappas
Hart Miller Island Citizens Oversight Committee: Paul Brylske
Living Classrooms Foundation: Lorraine Warnick
Maryland Environmental Service (MES): Claire Spears
Maryland Department of Transportation Maryland Port Administration (MDOT MPA): Dave Bibo, Danielle Fisher, Holly Miller
National Aquarium: Laura Bankey
The Terrapin Institute: Marguerite Whilden
Tradeport Atlantic (TPA): Pete Haid
The Nature Conservancy: Austin Bamford
University of Maryland Center for Environmental Science (UMCES): Elizabeth Price
US Army Corps of Engineers (USACE): Eric Lindheimer, Katie Perkins
Waterfront Partnership of Baltimore: Adam Lindquist

Action Items:

- Ms. Ashley will distribute the February 8, 2023, meeting materials and important upcoming dates.

1.0 Introductory and Welcoming Remarks

*Adam Lindquist, Chair
Angie Ashley, AAC*

All meeting materials can be found at the following link: [CAC 2023 - Google Drive](#)

Ms. Ashley began the meeting with introductions. Mr. Lindquist gave a brief update on the 2022 DMMP Annual Meeting and emphasized the event's success. Mr. Lindquist then requested to approve the September 2022 CAC meeting summary. Mr. Gakenheimer motioned to approve, and Mr. Brylske seconded. The September 21, 2022, meeting summary was approved as written.

2.0 Harbor Development Update

Holly Miller, MDOT MPA

Ms. Miller provided an overview of the 2022 DMMP Annual Meeting for the attendees and expressed how this year's meeting was different than past years due to the hybrid format. There were 133 attendees at the meeting, representing 66 different organizations. The attendance and engagement at the meeting was impressive. The 2022 DMMP Annual Meeting materials are posted on the [DMMP website](#) along with the virtual exhibit hall.

Ms. Miller presented an overview of the 2022 DMMP Annual Report and highlighted some accomplishments from the past year. The Masonville Dredged Material Containment Facility (DMCF) base dike widening began in January 2022 and continues with scheduled completion expected in March 2023. This widened base will allow the dike to be raised to +30 feet and then to its ultimate elevation of +42 feet, providing 10.4 million cubic yards (mcy) of capacity. The dike raising to +30 feet is expected to begin in the summer of 2023. All mitigation projects on-site and off-site associated with the impacts from the Masonville DMCF construction have been completed. As a final protective measure, MDOT MPA worked with the Maryland Environmental Trust and Baltimore Green Space to enter the entire Masonville Cove area, 46.8 acres, into a conservation easement. A major goal of the project has been to provide equitable access to the site. To prioritize this goal, the Federal Highway Administration Federal Land Access Program provided MDOT MPA with a \$1.5 million grant to build a shared use path to connect Masonville Cove with surrounding communities and a larger network of trails. The project is projected to be at 30% Design by the summer of 2023, 100% Design by the summer of 2024 and completed construction by the summer of 2025.

There were thirteen recommendations for 2023, all with common themes of aligning the DMMP with policy and social initiatives like climate resiliency, reducing greenhouse gas emissions and providing environmental justice in planning and projects. These themes are explicitly called out in seven of the recommendations. Ms. Miller stated the importance of understanding these recommendations and aligning our future projects.

In addition to the expansion at Masonville DMCF, expansion at the Cox Creek DMCF is ongoing. This project is five months ahead of schedule and the dike raising is expected to be complete by January 2025. Once the dike raising to +60 feet is complete, the site capacity will be 14.8 mcy. As of December 22, 2022, MDOT MPA has officially acquired the property adjacent to the Cox Creek DMCF. This site will allow long-term capacity recovery from Cox Creek DMCF and the advancement of innovative reuse efforts. The newly acquired site contains legacy contamination; therefore, the property is under an Administrative Consent Order and will undergo phased remediation over a 10-year period. Since the remediation is phased, each portion of the newly acquired property can be put into use once the associated remediation is complete.

MDOT MPA is continuing to implement the Innovative Reuse Strategy, which covers clear policy and technical actions to help further the program. MDOT MPA is exploring the feasibility of reusing dredged material in different applications. Currently, seven contracts for research and development projects examine the reuse of dredged material. One such contract was awarded to Belden-Eco Products, LLC, which tested the use of dredged material for bricks and permeable pavers. Another contract was awarded to Northgate Environmental Management, Inc which developed concrete traffic barriers and shoreline protection structures using various amounts of dredged material. The results of these projects were encouraging and presented at the June 2022 Innovative Reuse Committee (IRC) meeting. In addition, FasTrak Express, Inc is testing re-engineered soil using dredged material for growing sod, Harford Industrial Minerals, Inc is testing lightweight aggregate production using dredged material, and Susquehanna Concrete Products, Inc is testing various concrete mix designs including dredged material for general use concrete products. These projects are wrapping up and will likely be presented at the spring IRC meeting in May 2023. The last two of the seven projects are being completed by CSI Environmental, Inc (CSI) and the University of Maryland (UMD), where CSI is drying dredged material in geotubes and testing the creation of vegetated berms and UMD is studying dredged material in berms for highway embankments. These two projects are in progress.

Confined Aquatic Disposal (CAD) continues to be investigated as a dredged material management option. Planning and investigative work has been completed to determine a suitable location for the next CAD pilot project and the proposed location is southeast of the Cox Creek DMCF. The first CAD pilot project cell was in a contained location; therefore, the proposed CAD pilot project cell will be testing placement of a CAD cell in a different environment. A major goal is to engage and educate surrounding communities on this project including answering questions related to light and noise disturbance along with what the CAD cell means for them. Regulatory and resource agencies have been contacted regarding permitting for the project. Mr. Haid asked if the CAD cell is a naturally occurring depression or if it will be excavated. Ms. Miller replied that the CAD cell will be excavated and that the selected area is naturally sandy which will be easier to remove and reuse.

The capacity of dredging channels was presented for the Baltimore Harbor Channels, Maryland Chesapeake Bay Approach Channels, Virginia Chesapeake Bay Approach Channels, and C&D Canal and Approach Channels. Capacity projections include calculated state, federal, local, and private dredging needs as well as available capacity. Out of all four channels, only the Baltimore Harbor Channels show deficit of available capacity, but this does not include large-scale capacity recovery at the new property adjacent to Cox Creek, or capacity related to CAD. The projections will be reassessed this year to include innovative reuse and CAD and Ms. Miller is confident this number will no longer show a deficit of capacity. Mr. Gakenheimer asked if the business located on the property adjacent to Cox Creek was still there and if it was included in the acquisition. Ms. Miller confirmed the business is still there but was not included in the recent property acquisition. MDOT MPA has developed an excellent working relationship with the company that owns the facility. Additionally, the existing wastewater treatment facility onsite will remain operational. Mr. Chithaluru expressed confusion regarding the 10-year time frame given that the Administrative Consent Orders do not have time frames. Ms. Miller stated the remedial action plans have prescribed timeframes. Mr. Chithaluru followed up with whether MDOT MPA is planning to take on remediation solely. Ms. Miller stated that the remediation plan is estimated to cost \$75 million and confirmed that the previous property owners are responsible for 62% of the remediation costs and MDOT MPA is responsible for 38%. Mr. Pappas asked for the acreage of the newly acquired property. Ms. Miller stated that the property adjacent to Cox Creek DMCF is 137 acres.

3.0 US Army Corps of Engineers Report

Eric Lindheimer, USACE
Katie Perkins, USACE

Mr. Lindheimer presented FY22 updates. There are final modifications with contractors on dredged material placement. About 1 mcy of dredged material was removed from the Cutoff & Craighill entrance and placed at Poplar Island and 2.2 mcy of dredged material was removed from the Cape Henry channel and placed in an open water placement site.

Ms. Perkins presented the FY23 contract updates. Solicitation for the contract related to Cox Creek DMCF has been a few months behind schedule, but is now in its final steps and is currently under review to be advertised between February 15 and 21, 2023. The contract includes placement of about 350,000 cubic yards (cy) of material at Cox Creek DMCF from Brewerton Angle. As for the contract related to Poplar Island, over 1 mcy of material from Craighill Angle, Brewerton Extension, and Tolchester will be placed there. A contract for 1.5 mcy is in progress with the goal that the contract will be awarded in April 2023 and that placement will occur during the spring dredging window of 2023.

Planning for the FY24 contract has begun and the goal is to have contracts awarded in the fall so dredging can occur in fall and winter. Mr. Bibo raised concerns about the terrapins nesting on Poplar Island during

the spring dredging window. Ms. Perkins stated the environmental concerns for placing in spring and summer is a big reason why they want to get back on schedule for fall and winter material placement.

The Seagirt Loop study is a three-year study between USACE and MDOT MPA that is currently at 2.5 years. Report documents are finalized and being submitted for internal review with scheduled completion in September 2023. Construction funds may be allocated for FY25 and authorization in FY24. Mr. Bibo stated that this project was extremely under budget. Ms. Perkins responded that the project was just written up for a big award due to being under budget and ahead of schedule. Ms. Miller asked about authorization for the next phase of the project. Ms. Perkins stated she was currently unsure.

The Mid-Chesapeake Bay Island (Mid-Bay) project has Barren Island Phase I construction beginning between February 15, 2023, and March 15, 2023. The 35% Design is complete for Phase II and development of James Island Restoration efforts are underway. The construction phase is underway for Mid-Bay and will most likely be in this phase for about ten years. Mr. Bibo stated that the contractors for this project will focus on hiring locally and providing job opportunities in Dorchester County. Mr. Chithaluru questioned how these projects will move forward based off previous project mistakes. Ms. Perkins confirmed that these new projects are highly collaborative and focused on growing and learning from the previous projects with the overall objective of improving and being proactive.

4.0 Outreach and Education Update

Danielle Fisher, MDOT MPA

Ms. Fisher stated that, in 2022, MDOT MPA and their partners, including National Aquarium, Living Classrooms Foundation (LCF), U. S. Fish & Wildlife Service and Maryland Environmental Service (MES), had 68,444 engagements. Of these engagements, 13,989 were through events such as meetings, presentations, tours, classroom programs, and professional development. There were 54,455 engagements through visits to Port of Baltimore sites. There were 474 events in 2022 with tours and classroom visits making up a large portion of those events. At the events, 52% of engagements were with youth (under 18) and 48% were with adults. Poplar Island had 37% of the events and 27% of our engagement events were within the community, either through collaboration or on site.

For education impacts, there were 7,806 engagements of which 87% were with students in the state of Maryland and 13% was with teachers. There were 292 classroom visits and 34% of those visits were in Maryland Association for Environmental and Outdoor Education (MAEOE) certified Green Schools and 62% were Title 1 schools. The E3 Portal, which won an award in 2022, contains online formats of the educational programs as a resource for schools.

The annual report had three major 2023 recommendations for education. One included prioritizing environmental justice by effectively engaging stakeholders in English and Spanish and increasing the public's knowledge about the Port of Baltimore to pursue equitable outcomes for all Marylanders. Ms. Ashley encouraged the participants to offer ideas on how to improve related to the recommendation. Mr. Brylske suggested Hispanic festivals taking place in the community for outreach. Mr. Brylske also suggested virtual visitation and using new technology to bring the site to the people instead of the other way around if people are unable to visit the site. Ms. Ashley stated there are currently virtual tours online, and Mr. Brylske clarified that a 3D option should be considered. Mr. Brylske asked for clarification on engagements and asked how this is measured. Ms. Fisher clarified that each engagement is defined by individual interactions, meaning a class of ten students is ten engagements.

The next recommendation is to recruit DMMP committee members that reflect the diversity of the communities adjacent to and impacted by the Port of Baltimore. Mr. Brylske raised the idea of addressing the inclusion of neurodiversity on committees and site access. The third recommendation was to create equitable access to DMMP sites to intentionally engage youth in educational programs as a pathway to thriving career opportunities, including those in STEM and maritime-related industries. The Masonville Cove Connector is a great example of efforts toward achieving this goal. Mr. Chithaluru asked how many schools are reached north of Baltimore and beyond the immediate communities surrounding Baltimore. Ms. Ashley stated she was unsure, however, that would be a great opportunity for a graphic to be created about the geography of schools with programming. Ms. Fisher encouraged Mr. Chithaluru to reach out with more ideas.

The 2023 field trip will be held on August 18, 2023, with a rain date of August 25, 2023. Mr. Brylske inquired about the location choices for the field trip. Ms. Ashley stated dredge sites and terminals are all great ideas for locations. Mr. Lindquist stated a tour that includes an active portion would be beneficial. Ms. Ashley stated that the Swan Creek Nature Trail is an idea for next year's field trip as it should be completed by then and provide an active element. Mr. Lindquist suggested a water-based tour of port facilities by boat or kayak.

5.0 Round Table Remarks & Open Discussion

Committee Members, MDOT MPA

Mr. Lindquist shared that Mr. Trash Wheel collected 940,000 lbs. of trash in 2022, which is the most removed from the harbor since the trash wheels have been installed.

Mr. Lindquist mentioned the Baltimore Blueway, which is a kayak and paddleboard master plan for the Baltimore Harbor. The plan is scheduled to be released in June 2023, but materials are being shared with stakeholders and a public stakeholders meeting will be held on March 22, 2023. The goal is to build new and improve old public access trails to paddle and kayak on the Baltimore Harbor. The project aims to bring community knowledge of a healthy harbor and connect to current Baltimore regional trails, enhancing economic activity along the water. For example, Buffalo, NY has a Blueway that incorporates wayfinding into public access points and amenities for paddlers. New kayak launches in Baltimore have already been installed in certain areas and many are planned for renovations.

A public interest survey showed that 319 out of 426 responded they currently paddle or kayak in the Baltimore region, and participants who responded identified that hindrances included access, lack of equipment, lack of knowledge, concerns regarding water quality, and concerns regarding ship traffic safety. Ultimately, 98% of people wanted to see these updates done to the harbor to access restaurants, events, and nature by water. As a result, a proposed plan was drafted including new and updated access points, and where the kayak and paddle trails would follow. Mr. Lindquist suggested the inclusion of Masonville Cove which will require coordination with MDOT MPA. This includes issues with safety in the Baltimore Harbor and boat traffic. The harbor has a lot of boat traffic, so these paddle and kayak trails are designed to avoid these crowded areas and have specified crossing locations.

Ms. Miller suggested presenting the plans to the Harbor Safety Committee and that the committee would be very interested in getting involved. Mr. Lindquist expressed interest in presenting at the Harbor Safety Committee meeting. Mr. Chithaluru asked if this would work like bike lanes on roads. Mr. Lindquist confirmed that the analogy was accurate and that the paddlers should follow the designated lanes of where to paddle and where to cross. There will be signage to help people understand these trails. Mr. Lindquist

stated some trails have been changed based on boat traffic heat maps to keep paddlers in the safest areas. Changes are continuously being made as feedback is received from stakeholders and community members. Mr. Lindquist asked if the Harbor Safety Committee discusses paddle sports often. Mr. Bibo stated that the committee has a representative for recreation, and that Mr. Lindquist will be added to the agenda for the meeting. In addition, Mr. Bibo also asked if these launch areas include anything about tipping for novice kayakers. Mr. Lindquist stated that the modern launch points have notches or rollers that help with stabilization getting in and out of the water.

Mr. Pappas said he attended the Baltimore Port Alliance Career Expo at the Community College of Baltimore County (CCBC) and that it was a wonderful opportunity. USACE was present at the event along with the Coast Guard. Ms. Ashley stated that Mr. Pappas was referencing the Baltimore Port Alliance Career Expo which will be held next on May 4, 2023, and that the process of organizing the Expo is underway. Information will be shared later about that Career Expo.

The next CAC meeting will be on May 23, 2023 and will be combined with the Innovate Reuse Committee (IRC) and show results of the innovative reuse projects.