

FINAL DRAFT
SUMMARY OF THE DREDGED MATERIAL MANAGEMENT PROGRAM
EXECUTIVE COMMITTEE MEETING
August 23, 2022, 1:00 PM
MDOT Headquarters, Harry Hughes Conference Room
7201 Corporate Center Drive
Hanover, Maryland 21076

Members Attending:

Chesapeake Bay Foundation (CBF): Doug Myers

DMMP Citizens' Advisory Committee (CAC) Liaison: Adam Lindquist

Maryland Department of the Environment (MDE): Secretary Horacio Tablada

Maryland Department of Natural Resources (DNR): Secretary Jeannie Haddaway-Riccio

Maryland Department of Transportation (MDOT): Secretary Jim Ports,

MDOT Maryland Port Administration (MPA): William Doyle

US Army Corps of Engineers (USACE), North Atlantic Division, Baltimore District (CENAB):
Colonel Estee Pinchasin

USACE, North Atlantic Division, Philadelphia District (CENAP): Lieutenant Colonel Ramon Brigantti

Others Attending:

Baltimore Port Alliance: Rupert Denney

Council Fire: George Chmael II

MDE: Matt Rowe

DNR: Richard Ortt

MDOT: Bill Richardson

MDOT MPA: Kristen Fidler, Rachael Gilde, Amira Hairston, Margie Hamby, Holly Miller, Richard Scher

Maryland Environmental Service (MES): Dr. Charles Glass, Su Song

CENAB: Trevor Cyran, Graham McCallister, David Morrow, William Sieb, Nicole Strong

CENAP: Mike Hart

USACE North Atlantic Division: Hank Gruber, Doug Stamper

University of Maryland Center for Environmental Science (UMCES): Elizabeth Price, Dr. Lisa Wainger

1.0 Introductory Comments

Jim Ports, MDOT

The August 23, 2022, Dredged Material Management Program (DMMP) Executive Committee meeting was convened and everyone in attendance introduced themselves and their affiliations.

Mr. Ports asked for a motion to be put forth to accept the December 8, 2021, DMMP Executive Committee meeting summary as written. Ms. Fidler noted that Dr. Goodwin had an edit changing “renowned” to “renown” on page 3. Members motioned to accept the meeting summary with the amended version, the Committee agreed, and the summary was accepted as final.

2.0 Port Highlights

William Doyle, MDOT MPA

Mr. Doyle stated that the Project Partnership Agreement (PPA) between the Maryland Department of Transportation (MDOT) Maryland Port Administration (MPA) and US Army Corps of Engineers (USACE) for the Mid-Bay Project is very important. The work being conducted by the federal government in keeping the channels open and working with the State of Maryland on Innovative Reuse (IR) and Beneficial Use (BU) is world class. Mr. Doyle thanked the USACE for the partnership.

3.0 Harbor Development Mid-Year Report

Kristen Fidler, MDOT MPA

Ms. Fidler stated that one of the major functions of the DMMP and the Executive Committee is to release an annual report each year summarizing the progress from the previous year and laying out recommendations for the next year. This ensures that the Port of Baltimore (POB) and USACE has 20 years of capacity available for dredged material management.

The expansion at Cox Creek Dredged Material Containment Facility (DMCF) and Masonville DMCF are critical to providing 20 years of capacity for harbor channel material. Cox Creek is undergoing vertical expansion, raising the dikes to +60 feet (ft) Mean Lower Low Water (MLLW) as well as a lateral expansion on the upland property to double the size of the footprint. The expansion will provide 8.8 million cubic yards (mcy) of additional capacity, for a total of 15.3 mcy. The waterside dikes have been elevated to +44 ft. MLLW and will be increased in 8 ft. increments; the project is 5 months ahead of schedule for raising the waterside dikes. The north/south cross dike has been created, which will separate the existing cell from the upland cell; this will allow material to be dried for IR while construction is ongoing as well as allow the DMCF to continue to accept maintenance material. The Masonville DMCF expansion is also underway; the dikes are currently being raised from +18 ft. MLLW to +30ft. MLLW and will have a final elevation of +42 ft. MLLW. The base dike widening at Masonville DMCF to +18 ft MLLW is anticipated to be completed in 15 months. Dike raising to +30 ft. MLLW will begin in summer 2023. Both sites are active and able to receive inflow during construction activities.

MDOT MPA remains committed to Hart-Miller Island (HMI) and is actively working to develop the north cell to provide an engaging park experience, diverse wildlife habitat, and low-cost, long-term operations and maintenance which will allow the property to be turned over to the Maryland Department of Natural Resources (DNR). A proposed design is being investigated; cost saving opportunities are the current focus.

Progress has been made at Masonville Cove. The Masonville Cove Partnership is comprised of MDOT MPA, US Fish and Wildlife Service (FWS), National Aquarium (NA), and Living Classrooms Foundation (LCF). In March, MDOT MPA hosted US Department of Interior Secretary Deb Haaland who visited Masonville Cove to learn about the partnership's significant contributions to the local economy and ongoing efforts to enhance Baltimore communities through urban recreation, conservation restoration, and outdoor education. MDOT MPA, in partnership with FWS and the National Parks Service (NPS), has been awarded a Federal Highway Administration (FHA) grant of \$1.2 million (M) through their Federal Lands Access Program (FLAP) to design a shared use path, which would connect Masonville Cove with a greater trail network system in South Baltimore. The 1-mile path will provide safe, improved, and equitable access to the Masonville Cove Urban Wildlife Refuge.

Regarding the Virginia waters of the Chesapeake Bay, there are several placement sites. The Wolftrap Alternate Placement Site has been the source of consternation at the Virginia Marine Resource Commission (VMRC) as there are concerns over impacts to female overwintering crabs in that location. Alternative solutions for dredged material placement were reviewed including BU, similar to Poplar Island. For the past two years the Virginia Bay Enhancement Working Group, which includes MDOT MPA, Virginia regulators and resource agencies, and other stakeholders, has evaluated alternative placement solutions. The concepts were ranked and prioritized; MDOT MPA is partnering with the USACE, Baltimore District (CENAB) to provide planning assistance with the state of Virginia to further refine the concepts and to identify those that would warrant further analysis.

Great strides have been made this year regarding IR. The Maryland Board of Public Works (BPW) has approved six contracts for research and development under a Request for Proposals (RFP). The interest from the private sector is very encouraging and the diversity of the contracts is surprising. The first awarded contract went to Belden Eco products, and they are investigating permeable brick pavers made from dredged material from the Cox Creek facility. A contract was awarded to Northgate Environmental, and they are investigating creating concrete traffic barriers and shoreline protection structures using dredged material. Fastrack is investigating re-engineered soil for growing sod, Harford Industrial Minerals is investigating lightweight aggregate, Susquehanna Concrete is investigating various concrete mix designs for general products, and CSI Environmental is performing an IR project at Masonville DMCF, using dredged material in geotubes. Earlier this year an online webtool was released to assist with those interested in requesting dredged material from the POB, information on pilot projects, and demonstration successes. MDOT MPA has made progress with the owners of the large property next to Cox Creek; MDOT MPA anticipates a formal close of the negotiations this calendar year.

Regarding the outreach, education, and engagement, MDOT MPA hosted residents from Dorchester County at Poplar Island in July to provide a look at a project similar to the upcoming Mid-Bay project. An open house will be held in Dorchester County in November to continue the outreach and engagement.

Mr. Myers asked if any of the IR pilot projects planned to move forward with full projects. Ms. Fidler stated that the results from the original projects are coming in staggard. Once the property next to Cox Creek is acquired, and the final pilot projects are completed, it will need to be determined which ones are truly viable, then MDOT MPA will be able to ramp up production. MDOT MPA is investigating the necessary contract mechanisms, and capacity of the available space.

4.0 Mid-Bay Ecosystem Restoration Project

**Trevor Cyran, USACE
Holly Miller, MDOT MPA**

Ms. Miller stated that the goals of the Mid-Bay project are to achieve habitat restoration and protection within the Chesapeake Bay. The project will restore over 2,100 acres of remote island habitat, including 1,200 acres of tidal wetlands. The project will also preserve the remaining remnants of James and Barren Islands as well as existing submerged aquatic vegetation (SAV) habitat. The project will enhance diverse wildlife habitat for birds and fish species, reduce erosion to local shorelines, and promote sustainable and reliable navigation by providing over 30 years of dredged material placement capacity.

The near-term benefits for the Barren Island portion of the project include up to 30% reduction in storm related erosion of the shoreline in Upper Hoopers Island and areas north of Fishing Creek, increased property values due to reduced wave energy and improved water quality and provides \$1.5M in enhanced recreational activities such as boating, fishing and wildlife watching opportunities. Two new bird nesting islands and 72 acres of tidal wetlands will be created and will protect 1,300 acres of SAV habitat.

MDOT MPA has continued engagement with the Mid-Bay project stakeholders through a Webinar, a video (both can be found at maryland-dmmp.com), project newsletters, multiple meetings with citizens and watermen, and will be hosting another community meeting on November 19th. Coordination is ongoing with agency partners to support funding for shallow draft dredging projects. A Mid-Bay Resiliency Workgroup has also been developed, which helps identify ways to make the project more resilient to sea level rise.

Mr. Cyran stated that, in August of 2019, the design agreement was executed to begin the design of the project. Now the project is ready to pivot into the construction phase. As mentioned previously, the PPA

will be signed today which officially moves the project from the design phase to the construction phase. At the end of September, the USACE is anticipating awarding the construction contract for Phase I of the Barren Island portion of the project. Dependent on appropriations received for dredging, construction of the remaining features will occur in fall of 2023 or winter 2024. Regarding James Island, the desktop work is underway, and construction is anticipated to begin summer 2025.

Phase I of Barren Island includes construction of the breakwater and sills. Phase II will include the construction of the bird islands as well as the completion of the sill on the northeast portion where there is unsuitable foundation material. Phase III is the construction of containment and controlled spillways, and Phase IV is inflow and construction of the wetlands. The timing of Phase IV is dependent on dredging and construction appropriations. Currently, the James Island design is being updated; the completed island will have 90-95 cy of capacity. Mr. Myers asked how far the project would get with the current appropriations. Mr. Cyran replied that the current appropriations should be able to get through Phase I but would not be enough to complete another major feature.

5.0 USACE Reports

**Lt. Colonel Ramon Brigantti, CENAP
Colonel Estee Pinchasin, CENAB**

USACE North Atlantic Philadelphia District (CENAP)

Lt. Colonel Brigantti reminded the attendees that the Chesapeake and Delaware Canal (C&D) Upper Approach Channel dredging project was awarded in late September 2021 to Corman Construction for the removal and placement of 390,000 cy of material at Pearce Creek DMCF. Due to a delayed start, the project could not be completed within the allotted time and only 130,000 cy of material was placed. Shoal material was left in the authorized channel in the vicinity of Worton Point, creating a navigation hazard, which has resulted in an ongoing notice to mariners. Corman Construction will remain in liquidated damages until the original contract work is completed. Due to them being in the vicinity of Pearce Creek DMCF to complete the 2021 work, Corman Construction will be utilized to complete the 2022 work of approximately 500,000 cy through a contract modification.

Regarding the Chesapeake City bridge contract, there have been several delays and the project will most likely not be finished by the original completion date. There are Safespan system reducing the air gap, but a recent high wind event damaged the system and made the platform unsafe for workers, which has contributed to the delays. The Senator William V. Roth, Jr. Bridge (SR-1) Bridge work was completed in August, ahead of schedule. USACE Philadelphia District (CENAP) anticipates a 2022 contract award date for the St. Georges Bridge deck repair and Reedy Point Bridge miscellaneous repairs; at this point neither contract is anticipated to reduce the air gap beneath the bridges. For Fiscal Year 2023, CENAP received \$2M in funds for continued operations of the C&D Canal; these funds will be spent on maintenance dredging of approximately 400,000 cy, as well as canal and bridge maintenance activities.

USACE North Atlantic Baltimore District (CENAB)

Mid-Bay Islands

Colonel Pinchasin stated that CENAB is excited for the signing of the PPA and the \$4 billion in funding for the Mid-Bay Ecosystem Restoration Project and are eager to award the construction for Phase I of Barren Island before the end of the fiscal year.

Seagirt Deepening Study

The plan is to deepen the Seagirt Loop to 50 ft, which will accommodate the post-Panamax ships at the Seagirt Marine Terminal. The plan calls for the removal of 1.9 mcy of material which will be placed at the Cox Creek DMCF.

Cape Henry

In May, the Dutra Group completed a \$14.9M contract in the Cape Henry channel, and 2 mcy of material was placed in the Dam Neck Open Water Placement Site.

Harbor and Maryland Approach Channels

In July, Cashman Dredging completed a \$29.9M contract of the Maryland approach and Harbor channels. Resources were allowed to be diverted during the Ever Forward dredging operations. Once work resumed in the channels, approximately 1 mcy of material was removed and placed at Poplar Island. In the Baltimore Harbor, approximately 600,000 cy of material was dredged and placed in Cox Creek DMCF.

For upcoming work, the President's budget included \$24.75M for operations and maintenance dredging. Solicitation for the next maintenance contract is anticipated soon. Approximately 2 mcy of material will be placed at Poplar Island and 500,000 cy will be placed at the Cox Creek DMCF.

CENAB is currently working on a renewed agreement in partnership with MDOT to expedite the regulatory review of transportation projects; the final Memorandum of Agreement (MOA) is anticipated to be signed in the Spring of 2023. The plan is to have dedicated regulatory staff to ensure consistent expectations of the streamlined process.

Colonel Pinchasin announced that Fleet Week and Air Show will return next month; hydrographic surveys have been conducted of the Harbor to inform the vessel berthing plan.

6.0 DMMP Committee Reports

**Dr. Peter Goodwin, UMCES
Adam Lindquist, CAC Chair**

Management Committee

Ms. Fidler stated that, on behalf of Dr. Goodwin, the Management Committee had an opportunity to review and comment on the draft Mid-Year Report. Most comments focused on prominence of the success of community engagement programs, as well as the critical importance of the Seagirt Loop project for enhancing efficiencies and safety. The June Management Committee meeting discussed Climate Justice and the roles and opportunities of the DMMP. The DMMP has a long history of community engagement in supporting underserved communities; the success of these programs is a pillar of the success of the DMMP and should be highlighted in the report.

Dr. Goodwin's remarks stated that the Management Committee is following the Mid-Bay Project closely. It is not only an opportunity to address the placement of dredged material and restore heavily eroded islands in the Chesapeake Bay, but it is a multi-decade project that is an opportunity to showcase the nature-based solutions that will be viewed as a national model in the same way in which Poplar Island is viewed. The Management Committee would like to acknowledge Col. Pinchasin and Mr. Cyran's efforts among others at the USACE. This is an opportunity to combine USACE and State resources expertise and innovation to create a special project which sets the standards for ecological recovery, sustainability of vulnerable coastlines, and the highest, safest, and best use of dredged material. Dr. Goodwin also thanked Mr. Rowe for anticipating permit opportunities and needs associated with advancing the Mid-Bay project and fostering early engagement with experts in the state permitting process.

Citizens Advisory Committee

Mr. Lindquist stated that the citizen engagement continues to be important and very well run. The Citizen Advisory Committee (CAC) went on a tour of HMI; communicating to citizens that HMI is an asset is extremely important. The project went from one that was extremely opposed, to a state park that is a birder's paradise; HMI set the foundation for building Poplar Island and Mid-Bay. Upcoming outreach activities include a joint CAC/Harbor Team meeting at Harbor Hospital on September 21st. Cox Creek will be hosting an open house on October 15th. Mr. Ports noted the turnaround in public reception of HMI was due to communicating with the citizens and bringing them in to the process.

7.0 Comments from the DMMP Executive Committee

Mr. Ports opened the discussion to questions and comments from the DMMP Executive Committee members. Mr. Myers asked Secretary Tablada if an assessment of damages had been made regarding the Ever Forward incident. Secretary Tablada stated that a report should be released soon. Mr. Denny asked the Executive Committee to keep in mind how long Evergreen has supported the Port of Baltimore. Mr. Denny remarked that the Port has been very encouraging to the private sector to keep them engaged but noted that his company is looking to ensure an investment can be 30-years or longer. Mr. Denny recommended pushing for 35 years of placement capacity rather than 20 years.

8.0 Adjourn

Mr. Ports thanked presenters and committee members for their attendance and adjourned the meeting.