

Management Committee Meeting – June 28, 2023

FINAL DRAFT
SUMMARY OF THE DREDGED MATERIAL MANAGEMENT PROGRAM
MANAGEMENT COMMITTEE MEETING
June 28, 2023, 10:00 AM
Virtual Meeting

Attendees:*Angie Ashley Consulting:* Angie Ashley*Baltimore Port Alliance (BPA):* Rupert Denney*Chesapeake Bay Foundation:* Doug Myers*Citizens Advisory Committee (CAC):* Adam Lindquist (Chair)*Council Fire:* George Chmael II*Maryland Environmental Service (MES):* Marni Dolinar, Claire Spears*Maryland Department of the Environment (MDE):* Andrew Gray, Matt Rowe*Maryland Department of Transportation (MDOT):* John Denniston*Maryland Port Administration (MPA):* Dave Bibo, Bertrand Djiki, Rachael Gilde, Jennifer Guthrie, Margie Hamby, Katrina Jones, Holly Miller, Oge Nwafor, Amanda Peñafiel, Joseph Ross, Darren Swift*The Terrapin Institute:* Marguerite Whilden*University of Maryland Center for Environmental Science (UMCES):* Dr. Peter Goodwin, Dave Nemazie*US Army Corps of Engineers, Baltimore District (CENAB):* Trevor Cyran, Eric Lindheimer, Katie Perkins*US Army Corps of Engineers, Philadelphia District (CENAP):* Mike Hart*US Fish and Wildlife Service (FWS):* Robbie Callahan**Action Items:**

- MPA will reach out to Trade Point Atlantic (TPA) a presentation on the proposed container terminal for the next DMMP Management Committee meeting.
- Ms. Miller will work on developing the possibility of in-person meetings and the topic will be brought back to the group.

1.0 Convene and Welcome**Ms. Holly Miller, MPA**

Meeting materials can be found at the following link: [6/28 Management Committee Meeting](#). Ms. Miller welcomed attendees and called the meeting to order. Ms. Miller requested a motion to approve the April 19, 2023, Dredged Material Management Program (DMMP) Management Committee meeting summary. Mr. Rowe requested an update to the meeting summary regarding his attendance. Dr. Goodwin motioned and Ms. Dolinar seconded the motion to approve the meeting summary with the requested correction.

Ms. Miller announced that the MPA's Executive Director Bill Doyle had resigned, and that Deputy Executive Director Brian Miller will act as the Interim Acting Executive Director as the search to permanently fill the position takes place. Ms. Miller also stated that on June 1, 2023, a community meeting was held with northern Anne Arundel County community members to discuss the proposed confined aquatic disposal (CAD) pilot project. At the meeting, community members expressed concerns about the proposed CAD pilot project location and the atmosphere quickly became challenging. Based on this feedback, the CAD pilot project has been paused to allow time to educate the community and work with the stakeholders prior to moving forward. Mr. Myers stated that the community has had concerns about CAD since the time of the pilot project near Masonville Cove and expressed uncertainty that education will help the situation. Mr. Myers recommended teaching the

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community about capacity in order to allow the members to understand the importance of projects such as CAD. Ms. Miller stated that MPA will work on communication related to Mr. Myers' recommendation. Mr. Denney stated that the project seems to be an experimental project and added that communities believe the project is 200 acres. Mr. Denney asked how many cubic yards the proposed CAD project would occupy. Ms. Miller agreed that CAD is still a placement option that is being explored and studied. The MPA is proposing a second pilot project to aid in that exploration. The study area identified is 220 acres, however proposed cell would be 20 acres and hold approximately 250,000 cubic yards (cy) of material, which is larger than the original pilot project that took place near Masonville Cove. Innovative placement projects such as CAD are important in offsetting capacity needs in the dredged material containment facilities (DMCFs) which includes receiving over 500,000 cy of federal maintenance material annually. MPA's goal is to test a larger CAD cell to determine how successful it will be in comparison to the smaller original pilot. Ms. Miller emphasized the importance of the project, given that MPA is required to look ahead 20 years to provide adequate capacity as required by the Dredged Material Management Act of 2001. The 20-year plan for maintenance material does not allow for growth of the Port of Baltimore (PoB) and new work dredging, so exploring every capacity option is imperative.

2.0 2023 DMMP Mid-Year Report

Holly Miller, MPA

Ms. Miller stated that there are three categories of recommendations in the 2023 DMMP Mid-year Report: Funding and Policy, Planning and Operations, and Outreach and Education. The DMMP recommendations are intended to support the PoB and achieve successes that will benefit the Baltimore region economically, environmentally, and socially. Additionally, the DMMP recommendations are aimed to better align the DMMP with current policy initiatives such as the Climate Solutions Now Act, nature-based solutions, and address environmental justice and equitable access issues.

Funding and Policy

For Funding and Policy recommendations, MPA has been working towards engaging congressional delegations, federal and state partners, and port associations to ensure favorable legislation, funding and support for climate change and resilience planning. In February 2023, MPA and the Department of Natural Resources (DNR) met to identify opportunities for collaboration on coastal resiliency. This included the potential for incorporating innovative reuse and beneficial use (IRBU) of dredged material into coastal resiliency projects. The meeting included a discussion regarding the use of innovative reuse research and development (R&D) projects in shoreline restoration. MPA and the University of Maryland (UMD) also received a Federal Highways Administration Climate Challenge Grant to assist in the funding of a study examining the use of dredged material from the Baltimore Harbor in constructing vegetative berms for flood protection. The study will involve creating and testing different dredged material blends with three specific criteria for success. The first criteria involves testing appropriate geotechnical properties, the second criteria is acceptable environmental properties, and the third criteria involves the ability to rapidly establish vegetation on the berms. The blending materials that are under consideration include lime, recycled concrete, aggregate, gypsum and wheat straw.

Additionally, Maryland Senate Bill 782 was signed by the Governor in April and requires the Maryland Green Purchasing Committee to establish specifications for purchasing recycled materials and products. Maryland Senate Bill 782 specifically mentions dredged material as one of those recycled materials and products. MPA is currently working towards the approval of dredged material as a qualified, sustainable, recycled material, so this bill is a step in the right direction.

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Ms. Guthrie stated that the PoB will need additional funding for the Greenhouse Gas Emissions Reduction Programs to meet Maryland's new target of 60% reduction by 2031 and net 0 carbon emissions by 2045. The Biden administration has signed the Federal Inflation Reduction Act which is advancing funding for ports. Two key programs for May 2023 were to reduce air pollution and to invest in port infrastructure related to emissions reduction. The public comment period to determine how to structure these two programs has just ended. The Clean Ports Program is investing \$3 billion in technology to reduce air and climate pollutants. This funding would ideally include money for charging and electric grid infrastructure since the equipment needed to meet the goals will require substantial charging from the grid. The Clean Heavy-Duty Vehicle Program will invest \$1 billion dollars in clean, heavy-duty vehicles between now and 2031, with \$400 million specifically for communities in non-attainment areas. The PoB is currently reviewing possible grant opportunities for both programs, but they likely will not open until early 2024. It is estimated that the average cost of port electrification programs is about \$100 million for each port. The new Environmental Protection Agency (EPA) programs are a good start in terms of funding, however more money will need to be acquired over time to support these efforts. The PoB has been one of the most successful ports in accessing Diesel Emissions Reduction Act (DERA) grants, with over 275 engines in trucks replaced with cleaner engines, and fuel-efficient hybrids. The PoB has been awarded \$15 million in grants, with the latest grant of \$1.8 million being awarded in 2022.

Ms. Guthrie stated that the U.S. Army Corps of Engineers (USACE) FY23 Budget of \$3.22 million for Operations & Maintenance (O&M) dredging on the Honga River and Tar Bay will be crucial for the Barren Island project. The dredged material from the federally maintained shallow draft navigation channels will be brought to Barren Island for wetland restoration. The USACE work plan includes \$5.5 million through the Energy Transfer Program and \$8.79 million for the Philadelphia District C&D Canal. In April 2023, for the PoB Electrification and Resiliency Project, MPA in partnership with Ports America Chesapeake submitted a discretionary grant application to the US Department of Transportation (DOT) Port Infrastructure Development Program (PIDP). The purpose of the project is to completely electrify the Seagirt Marine Terminal, remove diesel powered cranes, and restore a living shoreline adjacent to the terminal along Colgate Creek. If successful, the grants would be awarded in the Fall of 2023. In the first quarter of 2023, all fifteen new hybrid rubber tire gantry (RTG) cranes from Ports America Chesapeake were put into service as a part of the electrification plan for the Seagirt Marine Terminal. Although all fifteen cranes are in service, currently only five are being used at a time to allow for the demolition of the older RTG cranes. The first electrical bus bar is still being installed but will begin testing on July 15, 2023.

Ms. Guthrie stated that 2022 was the best year on record in the PoB's 317-year history, with a record of \$74.3 billion worth of imported and exported foreign cargo handled. In terms of tonnage handled, 2022 was the second-best year on record, with 43.3 million tons of foreign cargo tonnage handled, just under the 2019 record of 44.2 million. June 2023 has a record high of 6,300 containers moved off a single vessel, due to the ultra large cranes the PoB acquired in the Fall of 2021 and the addition of a second 50-foot berth. General cargo imports are up 8% and containers are up 7%. The roll-on roll-off farm and construction machinery received through the PoB increased 42%. Farmers buy equipment in two-to-three-year cycles to make sure machinery is up to date, so the increase is both normal and cyclical.

Ms. Miller looked ahead at additional anticipated milestones for the rest of 2023. MPA and DNR will continue to collaborate on climate resiliency planning. Since the drafting of the Mid-year Report an additional round of Federal Land Access Program (FLAP) grant funding has been awarded which will assist in completing the design and construction of the Masonville Cove Connector (MCC) project. The EPA is also expecting to release a notice for the new emission reduction programs. In June, the

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House Appropriations Committee will mark up the FY24 Energy and Water Development Appropriations bills, which include the USACE's civil works programs.

Planning and Operations

Mr. Djiki stated that the management of the Paul S. Sarbanes Ecosystem Restoration Project at Poplar Island (Poplar Island), Cox Creek DMCF and Masonville DMCF include planning and implementation of strategies in alignment with the DMMP 20-year plan. All three facilities have received inflow this year.

The Mid-Chesapeake Bay Island Ecosystem Restoration Project (Mid-Bay) is advancing with progress on both Barren Island and James Island. Barren Island Phase 1 construction began in March 2023, which includes the installation of protective stone sills and a breakwater on the west side of the island. The Barren Island Restoration Supplemental Environmental Assessment Borrow Area Addendum is anticipated to be ready for public review in August 2023. Contract award for Barren Island construction Phase 2 is expected in spring 2024 which will include Honga River dredging. The design of James Island is ongoing with modeling and geotechnical analysis being used to guide structural and habitat design.

Cox Creek DMCF expansion to +60' is substantially complete and will provide 8.6 million cubic yards (mcy) of additional capacity, making the total site capacity 14.8 mcy. The long-term floating weir discharge system is in the design phase and will replace the traditional spillway structure. The Genesee Valley Outdoor Learning Center mitigation project associated with the expansion of Cox Creek DMCF is awaiting permit and easement approvals in order to begin construction which is anticipated to begin at the end of 2023. The Masonville DMCF dike raising to +18 feet and base dike widening is complete, which will serve as the foundation for future dike raisings. The dike raising to +30' was advertised for bid on June 26, 2023 and construction is anticipated to begin in the fall of 2023 lasting approximately thirty months. The design process for dike raising to the final elevation to +42' will kick off in Fall of 2023, ultimately resulting in an additional 4 mcy of capacity for a total of 10.4 mcy at the Masonville DMCF. The Swan Creek Nature Trail (SCNT) is the community enhancement project recommended by the Cox Creek Citizens Oversight Committee (CC COC) and will be adjacent to Cox Creek DMCF in the conservation easement area. Its final design is expected in August of 2023 and construction is anticipated to begin in December of 2023. The SCNT achieved 60% design in January of 2023 and signage design is currently under development. Overall, the SCNT is anticipated to be open to the public by 2025.

Mr. Swift stated that the Masonville Cove Connector (MCC) will be a shared use path providing safe, convenient, and equitable access to Masonville Cove for surrounding communities. Funding from the Federal Highway Administration's FLAP grant allows for the creation of the MCC as a means of connecting Masonville Cove to the adjacent communities as well as the Gwynn Falls Trail. The MCC is currently in the 30% design phase with an anticipated completion in summer 2023, at which time community engagement and outreach to solicit design feedback will begin.

Mr. Denney asked about considerations to traffic, the industry, and safety. Mr. Swift stated that the project is currently in the early design phase with multiple concepts. Traffic studies have been completed and revalidated. MPA is seeking feedback from all stakeholders in order to make the project safe for both the community and industries. Mr. Denney stated he is involved in another organization that studies trucking patterns and works with commercial real estate brokers. As a follow-up, Mr. Denney recommended that MPA considers their part in these projects. Mr. Swift ensured that MPA will be taking all perspectives into consideration as plans are developed.

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Innovative Reuse and Beneficial Use efforts have reached several milestones. On December 22, 2022, MPA acquired the property to the north of the Cox Creek DMCF for the primary purpose of furthering long term capacity recovery efforts through large scale innovative reuse (IR) of dredged material and future cargo terminal maritime use. The property will help in the capacity and demand planning beyond the 20-year time frame as part of the 2020 IRBU strategy. In partnership with Maryland Department of the Environment (MDE), MPA is developing remedial action plans for the property over the course of 2023 and 2024. The goal is to start development of this site for IR projects as different sections of the property are remediated.

There are seven IR research and development (R&D) project contracts that have been awarded. The projects work to identify high volume, sustainable reuse applications to support long term strategic planning initiatives and identify the critical steps in making large scale IR possible for the PoB. MPA hosted a combined Innovative Reuse Committee (IRC)/Citizens Advisory Committee (CAC) meeting on May 23, 2023. Three of the R&D project contractors presented the results of the projects at the joint IRC/CAC meeting. These projects and the resulting products show potential for large-scale implementation. Additional R&D contracts are also currently under consideration.

The CAD team conducted a series of geotechnical investigations and hydrodynamic modeling studies within Baltimore Harbor. These investigations influenced the proposed siting of the next CAD pilot project cell. This area was presented to the Joint Evaluation Committee in February 2023 for feedback on the pilot project and permitting strategies. Further coordination with the regulatory and resource agencies is needed before proceeding with the pilot project. Focused stakeholder and community outreach began to ensure feedback is incorporated into the CAD planning process. Communities have raised concerns about the proposed location, leading to a pause in the project to ensure there is thorough education and outreach process.

MPA and MES continue exploring alternative funding options for the North Cell habitat development at Hart-Miller Island.

The Virginia Channels Bay Enhancement Work Group (VA BEWG) met regularly from 2021 through 2022 and developed a shortlist of potential beneficial use project sites and concepts that could serve as an alternative to open water placement at the Wolf Trap Alternative placement site. The USACE and MPA have partnered on a Planning Assistance to the States program that will allow USACE to investigate the shortlist options more closely to serve the Virginia BEWG and narrow down the different alternative options for placement. All solutions must be environmentally acceptable, cost effective, and logistically efficient.

The Seagirt Marine Terminal Loop Deepening Feasibility three-year study to assess options to aid the terminal's berth capacity and enable more efficient vessel movement has been completed ahead of schedule and under budget. The study, which is expected to be finalized by September 2023, recommends deepening and widening of the west Seagirt Branch channel to 50 feet mean lower low water (MLLW), at which time the recommended channel deepening and widening project can enter the next phase of preconstruction engineering and design (PED).

Outreach and Education

Ms. Jones stated that, to date in 2023, MPA hosted over 9,000 engagements with community members in a total of 195 events, including public meetings, community meetings such as tours, community and volunteer events, college classroom programs, exhibits, public presentations and professional developments. A large portion of these engagements occur in educational programming with over half of the interactions being with students from 171 different classrooms. MPA engaged with another

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1,900 Marylanders through visits to PoB facilities with a large portion of those visits being to Hart-Miller Island.

In addition to MPA educational programming, MPA partners provide educational programming at port sites, and within that larger program Marylanders have engaged with the PoB over 9,532 times and 90% of those engagements were with youth under the age of 18. Of the combined 252 classroom visits this year, 62% were at Title I schools, meaning that the school has a high number of low-income families that have the possibility of a greater achievement gap. Approximately 41% of the schools served are certified Maryland Association of Environmental and Outdoor Education (MAEOE) Green schools. The Green Schools Certification Program is a school wide, student led program that provides pre-K to 12th grade students with educational opportunities that empower them to make changes that reduce environmental impacts and increases awareness of how the human relationship with the environment impacts public health and fosters environmental literacy.

Ms. Jones stated that there have been milestones achieved this year to increase inclusivity and equitable access to sites. MPA outreach materials, such as fact sheets, have been made available in Spanish, and translations will continue to be applied to social media and websites.

For the Mid-Bay project, outreach and stakeholder engagements are ongoing and, in early 2023, targeted efforts led to an increase in engagement and dialogue with watermen, specifically regarding restricted safety zones related to the start of Barren Island construction. Mid-Bay stakeholder engagement will continue to progress with the construction and design of Barren and James Island, along with additional community listening sessions and group meetings.

Shoreline cleanup efforts at Masonville Cove for 2023 included community events that removed over 1,000 pounds of debris in conjunction with Captain Trash Wheel, who has also collected 2.5 tons of trash and debris to date this year. Masonville Cove Environmental Education Center (MCEEC) staff and U.S. Fish and Wildlife Service (USFWS) members are participating in a co-designing conservation course with the goal of learning how to better work with communities to develop conservation goals, projects, and programs that are curated by local communities to be implemented in and around the Masonville Cove area.

The 5th Annual Baltimore Port Alliance (BPA) Hiring and Career Expo, with support from MPA and other industry partners, hosted 38 employers and approximately 250 job seekers. This was MPA's largest event to date and 100% of the exhibitors who responded to the exit survey indicated interest in attending similar events in the future.

Hart-Miller Island State Park reopened for its seasonal recreation season on May 1, 2023. Opportunities for enhancement and funding are ongoing to help serve the communities that visit there. The Friends of Hart-Miller Island is hosting Sunday Fun Days during the month of July, with special activities planned on each Sunday. Additionally, the Friends of Hart Miller Island group will be a hosting partner for the 4th annual Hart Miller Island Five Mile Run on October 21, 2023. The event will benefit Hart Miller and the Maryland State Park Foundation.

Youth Birding Week will take place the week of July 10, 2023. Twelve students have signed up for the program this year which exceeds last year's ten participants. In addition to birding and visiting all of the DMMP sites, this year's program will introduce students to career paths related to the PoB and Masonville Cove. The WildSTEM Summer Internship has begun and is partnering with the Links Incorporated Harbor City Chapter. The recruitment was focused on local historically black colleges

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and universities (HBCUs). There are five interns whose career paths include Biology, Criminal Justice, Computer Science, Urban Art, and African American Studies.

Planning has begun for the October 21, 2023, Cox Creek Open House which is intended to provide community members the opportunity to participate in tours and learn more about the various MPA projects. The event will include Touch a Truck and other hands-on activities for younger visitors, which was popular at previous open house events. The next CC COC meeting on July 12, 2023, will be a mini open house that will have project information stations like the upcoming October open house.

3.0 U.S. Army Corps of Engineers Report

Mike Hart, CENAP
Trevor Cyran, CENAB
Katie Perkins, CENAB

North Atlantic Division – Philadelphia District

Mr. Hart stated that there are currently no active dredging projects. The contract development for the Federal FY23 maintenance dredging is in progress and the contract is anticipated to be awarded at the end of the Federal fiscal year with work to start sometime in October or November of 2023. Volumes are still being calculated for the contract, however, all the material will be going to Pearce Creek DMCF.

North Atlantic Division – Baltimore District

Ms. Perkins stated that there is a current dredging contract ongoing in the Maryland portion of the Chesapeake Bay. Cashman dredging started June 1, 2023, and the Brewerton Angle dredging has been completed which included placement of approximately 350,000 cy of dredged material at the Cox Creek DMCF. The contractor has now progressed to Craighill Angle, which is the top priority dredging area for this year. Poplar Island began receiving inflow during the week of June 26, 2023. Around 42 mcy of dredged material has been placed out of the total available capacity, which is 68 mcy, leaving about 38% capacity remaining at Poplar Island. Dredging will continue in Craighill Angle and then move on to Brewerton Eastern Extension along with the Tolchester Channel. This work will likely continue through September 2023 and possibly into mid-October 2023.

In reference to upcoming dredging contracts, the next Maryland contract is currently being developed and is anticipated to be awarded by November 30, 2023, with dredging completed between November of 2023 and March of 2024. This will include material placement at Cox Creek DMCF and Poplar Island. The next Virginia channels contract will target the York Spit Channel, however, the timing for that contract is still uncertain. Coordination is ongoing regarding the use of the Wolf Trap Alternate placement site.

Mr. Cyran stated that the Chief's Report for the Seagirt Marine Terminal Loop Deepening Feasibility study was signed by Lieutenant. General Spellmon, Chief of Engineers on June 22, 2023, sent to the Assistant Secretary of the Army for Civil Works for review, and then will be sent to the US Office of Management and Budget (OMB) and Congress for appropriations when Congress approves. The Chief's Report recommends deepening the channel to 50 feet and widening it to approximately 760 feet. Presuming funding is appropriated in 2024, the PED phase would begin with a new agreement with the PoB executed, before construction could begin.

The Barren Island Phase 1 construction is about 12% complete. Challenges with local watermen and the commercial fishermen have been an obstacle, however the contractor has been working with the groups and even compensating them for some of the losses due to construction activities. The Phase 2

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Design is underway, and the construction award is targeted for spring of 2024. The intent is to include the Honga River dredging in that construction package. James Island is currently under design and most of the efforts remain in the modeling phase. The team in Baltimore cannot get started until modeling work is complete.

Regarding the proposed Mid-Bay design workshop that was discussed during the last April 19 DMMP Management Committee Meeting, Mr. Cyran reemphasized that the USACE is not currently prepared to conduct a workshop given the right tools, modeling, and data are not yet developed to have a constructive workshop. Currently, the life cycle cost analysis is underway. Mr. Rowe asked when there will be opportunities to comment on design and nature-based solutions. He expressed concern over missing the opportunity to vet features based on this model. Mr. Cyran confirmed the combined Mid-Bay Agency Coordination and Habitat Workgroup meeting will be held on June 29, 2023, and will focus on discussions of the modeling and design workshop timing.

5.0 Committee Reports

Adam Lindquist, CAC Chair

Citizens Advisory Committee (CAC)

Mr. Lindquist stated that the joint IRC/CAC meeting was held on May 23, 2023, where participants engaged in detailed technical discussions of the IR projects. Mr. Lindquist expressed appreciation for combining the two meetings for the CAC to receive updates about the IR program and added that he received positive feedback from members of the committee. The August DMMP CAC field trip is being planned and will be important for engagement with the community in sharing MPA work. Mr. Lindquist expressed appreciation for the way MPA has heard community concerns around the CAD program. He expressed support for MPA's plan to pause the program to provide additional education and information to secure public buy-in prior to moving forward.

Mr. Lindquist provided an update on the Baltimore Blueway, which is a proposed water trail network for the Inner Harbor and the Middle Branch. It will be a series of public access points and recommended routes to keep paddlers out of shipping channels and promote paddling in Baltimore Harbor. The plan details will be released on August 3, 2023. A media event in the Inner Harbor will take place and the next phase of the plan includes launching a website along with starting to build more public access points around the Baltimore waterfront. Sagamore Spirit opened a public kayak launch recently as part of the project, and Masonville Cove is listed as a rest stop in the plan. Information will be included about the importance of checking in at the site and operational hours.

6.0 Roundtable Discussion

Mr. Denney discussed the recent consideration by Mediterranean Shipping Company (MSC) to put a container terminal at TPA. Mr. Denney recommended requesting that TPA give a presentation at the next Management Committee meeting to provide an update on this possibility and any related dredging plans. Ms. Miller responded that MPA will investigate featuring a presentation by TPA related to the proposed MSC container terminal at the next Management Committee meeting. Mr. Denney also recommended that MPA take into consideration the impact of bow waves on coastal resiliency planning, noting that the Maryland Pilots have supporting resources and information. Ms. Miller responded that MPA will take bow waves sizes into consideration and keep it at the forefront of discussions related to coastal resiliency.

Ms. Miller stated that the Mid-Bay Habitat Working Group and NEPA meetings will be held June 29, 2023, from 9:00 to 11:30 and will be virtual.

6.0 Closing Remarks and Adjourn

Holly Miller, MPA

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The next Management Committee meeting is scheduled for September 27, 2023. Ms. Miller asked for feedback from Committee members about their preferences for in-person versus virtual meetings. Many Committee members expressed interest in an in-person meeting. Mr. Rowe stated that in-person meetings can be beneficial, but it is important to allow people to attend virtually, or maybe consider doing one in-person meeting and the rest of the year stays virtual. Ms. Miller acknowledged that there is more engagement in-person, but there are challenges to attending in-person meetings. Mr. Lindquist mentioned that hybrid meetings can be difficult to run. Ms. Miller stated that MPA will consider the Committee's feedback in planning for future meetings.