

**FINAL DRAFT**  
**SUMMARY OF THE DREDGED MATERIAL MANAGEMENT PROGRAM**  
**EXECUTIVE COMMITTEE MEETING**  
**November 29, 2022, 1:00 PM**  
**MDOT Headquarters, Harry Hughes Conference Room**  
**7201 Corporate Center Drive, Hanover, Maryland 21076**

***Members Attending:***

*Chesapeake Bay Foundation (CBF):* Josh Kurtz

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

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

*Maryland Department of Natural Resources (DNR):* Richard Ort

*Maryland Department of Transportation (MDOT):* Deputy Secretary R. Earl Lewis

*MDOT Maryland Port Administration (MPA):* Bob Munroe

*The University of Maryland Center for Environmental Science (UMCES):* Dr. Peter Goodwin

*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:***

*Angie Ashley Consulting:* Angie Ashley

*Baltimore Port Alliance:* Eric Nielsen

*MDE:* Matt Rowe

*MDOT:* Jeff Hirsch

*MDOT MPA:* Rachael Gilde, Margie Hamby, Brian Miller, Holly Miller, Darren Swift

*Maryland Environmental Service (MES):* Dr. Charles Glass, Mackenzie Miller

*CENAB:* William Sieb, Danielle Szimanski

*CENAP:* Tim Kelly

*UMCES:* Dave Nemazie, Elizabeth Price, Dr. Lisa Wainger

**1.0 Introductory Comments**

**R. Earl Lewis, MDOT**

The November 29, 2022, Dredged Material Management Program (DMMP) Executive Committee meeting was convened, and attendees introduced themselves. Mr. Lewis put forth a motion to approve the August 23, 2022, meeting summary as written. The Executive Committee unanimously approved the August meeting summary.

**2.0 Port Highlights**

**Bob Munroe, MPA**

Mr. Munroe stated despite the continued labor shortages and supply chain issues, the Port of Baltimore (PoB) had a successful year. The PoB added two new container services, welcomed diverted ships from various ports, and continues to work diligently on the Howard Street Tunnel Project.

The ZIM E-Commerce Express container service is one of the new container services which will service from China and Southeast Asia directly to the PoB. Through the Mediterranean Shipping Company, a new around-the-world service has been added called the Mediterranean Santana Service. The Santana Service will include port visits between Asia and the Panama Canal, as well as the U.S. and the Suez Canal. The service will now include port calls in Baltimore, Boston, and Da Chan Bay port in China. These new services are a testament to the international container shipping industry's confidence in the PoB. The PoB also welcomed eighty ad hoc ship calls this year, which are vessels diverted from other

ports and were accepted in Baltimore. Many of these ships contained cargo en route to the Midwest or intended for e-commerce. Cargo volume continues to be up through October 2022 as the automotive chip shortage abates.

Mr. Munroe announced that construction is underway on the Howard Street Tunnel. The project includes clearance improvements to accommodate double-stacked container rail cars with additional clearance improvements to twenty-one other projects between Baltimore and Philadelphia. With the expansion, double-stacked container rail cars will be able to be transported from Baltimore through the Ohio Valley, and eventually reach Chicago. The Howard Street Tunnel is anticipated to be completed in 2025. Completing the tunnel is expected to increase the PoB's business by 160,000 containers annually, generate 6,500 construction jobs, and generate 7,300 jobs from the added business.

Mr. Munroe presented important updates regarding the Seagirt Marine Terminal which in 2022 had four additional ultra large, fully electric Neo-Panamax container cranes put into operation. In addition, the terminal's appointment system is being modernized to become paperless and additional entrance bays and outbound truck bays are being constructed. MPA received a federal grant of \$15.6 million through the Federal Railroad Administration, allowing the terminal to increase on-dock capabilities. These investments are part of the \$166 million investment by MPA's partners Ports America Chesapeake at Seagirt. The PoB is now well poised to handle multiple supersized ships simultaneously at the Seagirt Marine Terminal location.

Mr. Lewis emphasized the PoB's success, the importance of those who made the achievements possible, and excitement for the future. The importance of aligning the PoB's goals with environmental goals was also emphasized. Mr. Tablada inquired why cargo ships wait in the Chesapeake Bay for extended periods. Mr. Munroe responded that these cargo ships often wait for anchorage and ad hoc ship calls have added additional strain on operations. With increased business coming into the PoB and labor shortages, cargo ships have to wait longer to dock. Mr. Lewis added that this is an issue much of the region is experiencing and this issue is not just impacting the PoB.

### **3.0 Harbor Development 2022 DMMP Annual Report**

**Holly Miller, MPA**

#### **Dr. Peter Goodwin, UMCES**

Ms. Miller stated the aim of the DMMP is to work collaboratively with stakeholders in identifying cost effective, innovative, and environmentally sound long-term placement and capacity solutions for dredged material. For years the DMMP has provided a road map for these efforts by investing in, improving, and maintaining the navigation channels that serve the PoB. This has been accomplished by promoting environmental stewardship to benefit the Chesapeake Bay and driving outcomes providing economic, environmental, and social benefits for Maryland. Ms. Miller highlighted some of the DMMP accomplishments from 2022.

#### Masonville Dredged Material Containment Facility (DMCF)

The Masonville DMCF base dike widening began in January 2022 and is expected to be completed in March 2023. The wider dike will support the vertical increase of the dike. First to +30' and then to the ultimate elevation of +42' by 2029. This will allow for the final projected capacity of 10.4 million cubic yards (mcy). Design plans and specifications are being finalized for the +30' dike raising, and the procurement process is expected to begin over the winter for construction beginning in the summer of 2023. All on-site and off-site mitigation for impacts of construction have been completed and as a final protective measure, MPA entered the entirety of the Masonville Cove waterfront property covering 46.8

acres of restored wetlands, uplands, and nature trails into a conservation easement with the Maryland Environmental Trust and Baltimore Green Space. The final formal conservation easement ensures that the land will always be used for conservation purposes.

Access to the Masonville Cove site continues to remain a challenge. Consistent with MPA's promise to restore access to the waterfront for the communities surrounding the Masonville DMCF, MPA and other partners have secured grant funding of \$1.5 million from the Federal Highway Administration (FHA) Federal Lands Access Program (FLAP) and the U.S. Fish and Wildlife Service (USFWS) to design and construct a shared use path connecting Masonville Cove to the Gwynns Falls Trail and adjacent communities. The shared use path will help to improve and increase safe and equitable access to the site. A memorandum of agreement between the partners was executed in 2022 and the design phase for the project is currently underway. Once the project is completed, the Masonville Cove Connector will be an important link in over twenty miles of walking and biking trails and will connect dozens of neighborhoods, a regional hospital, and a wellness facility.

In the summer of 2022, the Chesapeake Bay Trust sponsored the first annual Youth Birding Week with the PoB. The program intentionally educates urban youth and introduces future STEM and maritime related industry career opportunities while increasing access to the DMCF sites. Ten youth from the Baltimore area had the opportunity to learn the basics of birding and explore the unique habitats created at the PoB's DMCFs and restoration sites over the course of a week. The youth involved in the program started each morning at the Masonville Cove Environmental Education Center where they then traveled to learn about various birds and their habitats at the different DMCF and restoration sites. At the conclusion, participants presented posters of the birds they researched throughout the week.

#### Cox Creek DMCF

The expansion at Cox Creek DMCF includes vertically raising the existing dikes and extending the DMCF laterally onto the MPA-owned upland property. Raising the dikes to +60' is currently underway and is approximately five months ahead of schedule. The vertical raising to +60' on the waterside portion of the property as well as raising the north-south cross dike has been completed. The full +60' dike raising, including associated infrastructure work, will be completed in early 2024 and will provide an additional 14.8 mcy of capacity. The design for the Cox Creek expansion mitigation project to mitigate the impacts of the expansion is complete and the permitting is underway. The project will be conducted at and in partnership with the Genesee Valley Outdoor Learning Center. The Maryland Board of Public Works (BPW) approval is expected to secure the easement that will enable construction to start in mid-2023.

#### Innovative Reuse

MPA continues to implement its innovative reuse and beneficial use strategy which provides for clear policy, regulatory, and technical actions. Efforts to explore feasible reuse applications for harbor dredged material are proceeding with seven contracts awarded to support applied research and development projects to facilitate making large scale innovative reuse a reality. Two of the seven projects have already produced very encouraging results, and MPA looks forward to receiving additional project results later in 2023.

On October 26, the Maryland BPW approved MPA's acquisition of the property adjacent to the Cox Creek DMCF to further long-term capacity recovery efforts through large scale innovative reuse of dredged material. Upon acquisition and execution of an administrative consent order, a phased approach to remediation of the site will begin. Concurrently, a portion of the site will be immediately accessible

for drying and stockpiling dredged material recovered from Cox Creek DMCF. In the interim, MPA is also making productive use of every acre of available property by exploring the potential use of the north-south cross dike at Cox Creek DMCF, the Kurt Iron slip at the Masonville DMCF, and the north cell at Hawkins Point for drying and stockpiling dredged material for innovative reuse.

#### Confined Aquatic Disposal (CAD)

CAD is an emerging dredged material management approach that uses an excavated underwater cell to safely place harbor dredged material. MPA completed monitoring of a CAD pilot project in 2018 and is working to evaluate lessons learned and determine next steps. Preliminary planning and investigative efforts have informed the selection of a new pilot project in open water southeast of the Cox Creek DMCF to help further study the concept of CAD under different environmental conditions. Moving forward MPA will be performing focused outreach efforts with stakeholders on the project. Design efforts are currently underway to help determine the cell configuration and sizing. Final design of a CAD cell is anticipated for 2023.

Mr. Lewis asked what is done with the material that is excavated out of the CAD cell to make room for the dredged material. Ms. Miller responded that a CAD cell is sited in a location where there is ample sand that could be reused upon removal. For the first pilot project, the excavated material was placed at Masonville DMCF and used for construction in dike raising and filling of the Kurt Iron slip. The sandy material that is excavated can also be used for shoreline restoration projects or be combined with dredged material making that material easier to reuse.

Mr. Sieb asked if there is any plan to expand the Environmental Education Center at the Masonville DMCF and if there are any opportunities for smaller projects involving beneficial use of dredged material that the community can embrace. Ms. Miller responded that MPA is attempting to implement some smaller beneficial use projects. An example of one such project is Fleming Park which would involve using harbor dredged material for a shoreline restoration project. Mr. Rowe followed up with a question regarding the funding of the Masonville Cove Environmental Education Center. Ms. Miller stated that the Masonville Cove Partnership involves multiple groups including MPA, Living Classrooms Foundation (LCF), National Aquarium, and USFWS. MPA provided seed funding for the programming of the Environmental Education Center, however, the Partners are responsible for providing their own funding to move the programs forward. The Partnership has come together to find alternative and supplemental funding opportunities. MPA will be available to aid if needed in the future.

#### 2022 DMMP Annual Report

Dr. Goodwin presented the 2022 Annual Report and recommendations. The Management Committee and those who assisted in the creation of the 2022 DMMP Annual Report were recognized for their outstanding effort in putting together such an informative, concise, and visually appealing report. The goal of the 2022 Annual Report is to capture the achievements of the DMMP, inform the public, and inspire those who might read the report. It is intended to provide a concise overview of MPA's long term dredged material management plans, highlight the accomplishments of the DMMP and the critical partnerships that make those accomplishments possible, and serve as a guidance document for the incoming administration by providing a set of comprehensive recommendations. In addition, it captures the importance of sustaining the waterborne commerce of the PoB while including the importance of stewardship of natural resources. The report also emphasizes the close relationship of stakeholders with the DMMP in ensuring the most cost-effective, innovative, and environmentally sound placement of dredged material.

Dr. Goodwin highlighted noteworthy recommendations included in the report.

#### *Funding and Policy Recommendations*

The PoB should continue leveraging important partnerships across federal and state agencies and related collaborative efforts, including the Maryland Commission on Climate Change. Maryland has the most ambitious and visionary legislation in the nation regarding climate change, and the DMMP plays a large role in the carbon sequestration and mitigation aspect of those state goals. Additionally, MPA should continue to seek out federal and state funding for greenhouse gas emissions and carbon sequestration partnerships to achieve the Climate Solutions Now Act targets, which include viewing these targets through the lens of environmental justice, equity, and diversity objectives.

#### *Planning and Operations Recommendations*

The report recommends looking beyond the twenty-year timeframe for capacity and demand planning to support long-term sustainable dredged material management options. In addition, best available science should continue to be used to help the state quantify the benefits of carbon sequestration in greenhouse gas inventory regarding efforts to incorporate the potential impacts of climate change into long-term DMMP project planning, DMCF design and operations, and related projects. The report also stresses the importance of equitable distribution of benefits and understanding potential adverse impacts to communities associated with the DMMP.

#### *Outreach and Education Recommendations*

Environmental justice should be emphasized in the engagement of stakeholders and increasing public knowledge about the PoB. The Management Committee members associated with the program should fully reflect the diversity of the communities adjacent to, and impacted by, the PoB. Lastly, emphasis is placed on the necessity of youth engagement in the DMMP so that the next generation fully understands environmental consequences and to inspire youth to pursue careers in science, technology, engineering, and mathematical fields along with maritime-related industries.

Mr. Lewis thanked Dr. Goodwin and the Management Committee for producing such a concise and well-rounded report. Mr. Ortt expressed his appreciation for the science-based decision-making that the report emphasizes and that both citizens and the environment are at the forefront of consideration in the decision-making process. Mr. Lewis requested a motion to approve the 2022 DMMP Annual Report as written. The Executive Committee unanimously approved the 2022 DMMP Annual Report. Mr. Goodwin stated that a downloadable version would be available on the DMMP webpage. In addition, the 2022 Annual Meeting will be held on December 9 at MedStar Harbor Hospital. The meeting will be hybrid, and those who are interested in attending should register on the DMMP website.

## **4.0 USACE Reports**

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

### USACE North Atlantic Philadelphia District (CENAP)

Mr. Kelly stated that dredging is ongoing in the Chesapeake and Delaware Canal (C&D) Southern Approach Channel and removal is occurring at a pace of 7,000 to 8,000 cubic yards (cy) per day. It is anticipated that 500,000 cy will be removed and placed at Pearce Creek DMCF. For FY23, CENAP received \$23.3 million in funds for continued operations of the C&D Canal, which will be spent on maintenance dredging of approximately 400,000 cy, as well as canal and bridge maintenance activities. The \$20 million Senator William V. Roth, Jr. Bridge (SR-1) work was completed last year. This year, the focus is the Chesapeake City Bridge which is anticipated to be completed in January 2023. In the upcoming year, the focus will shift to the \$50 million St. George's Bridge project.

## USACE North Atlantic Baltimore District (CENAB)

### *Mid-Bay Islands*

Colonel Pinchasin stated that with the signing of the Project Partnership Agreement (PPA), CENAB has awarded the first construction contract for Phase I of Barren Island. The design for James Island is underway, with the first contract expected to be awarded in September 2025. The goal is to have the first inflow of dredged material placed at James Island in 2029. Mid-Bay is poised to take over for Poplar Island in 2032.

### *Seagirt Deepening Study*

The CENAB agency technical review to deepen the Seagirt Loop to 50 ft was submitted to the division headquarters for review before moving forward.

### *Baltimore Harbor and Maryland Approach Channels*

The FY23 contract for the Baltimore Harbor Channels is expected to be released in January 2023. The \$7 million was allocated in the President's budget for FY24. A FY23 contract for the Baltimore Harbor York Spit Channel in Virginia is scheduled; however, ongoing discussion is needed to select the placement site. CENAB looks forward to healthy dialogue with Virginia Marine Resources Commission and MPA to determine the path forward.

The Wicomico dredging contract was awarded with containment construction slated to begin in early 2023 and dredging to begin toward October of 2023. In addition, the maintenance dredging and relocation contract of Fishing Creek was awarded last August, and dredging is ongoing. The Ocean City Inlet project is on hold as equipment needed to proceed was sent to Florida to assist in response to recent hurricane activity. Once the equipment is returned, operations will continue.

## **5.0 DMMP Committee Reports**

**Adam Lindquist, CAC Chair**

### Citizens Advisory Committee (CAC)

Mr. Lindquist stated that the CAC is extremely pleased that MPA remains dedicated to stakeholder engagement. The CAC also applauds the dedication of MPA and the DMMP to environmental justice in recent years, including initiatives to provide equitable access and distribution of benefits to communities. The diversity, equity, and inclusion language in the 2022 DMMP Annual Report is well supported and appreciated as well. Mr. Lindquist also highlighted his appreciation of the report's readable and accessible nature. Mr. Lewis thanked the citizens for their continued input so that no communities are left behind.

## **6.0 Comments from the DMMP Executive Committee**

Mr. Lewis opened the discussion to questions and comments from the DMMP Executive Committee members. Mr. Kurtz stated that the climate discussion was extremely encouraging and that these concepts should be brought to a larger audience to serve as an example and inspiration for other groups. Mr. Rowe added that Mid-Bay provides a great opportunity for nature-based solutions to be implemented and to be the next great example of beneficial use of dredged material. Dr. Goodwin stated that Mid-Bay is the next great innovative project, to which Colonel Pinchasin concurred and stated that Mid-Bay will soon be trumped by yet another project with even greater innovation in the future which is what makes this work so important. Mr. Lewis applauded all the hard work being conducted.

## **8.0 Adjourn**

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

meeting. The 2023 meeting dates will be released upon finalization.