

FINAL DRAFT
SUMMARY OF THE DREDGED MATERIAL MANAGEMENT PROGRAM
EXECUTIVE COMMITTEE MEETING
December 2, 2021, 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 Ben Grumbles

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

Maryland Department of Transportation (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

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

Others Attending:

Angie Ashley Consulting: Angie Ashley

Baltimore Port Alliance: Rupert Denney

Council Fire: George Chmael II

EcoLogix Group: Steve Pattison

MDE: Matt Rowe

Maryland Department of Legislative Services: Kelly Norton

DNR: Richard Ortt

MDOT Maryland Port Administration (MPA): Kristen Fidler, Jennifer Guthrie, Margie Hamby, Kristen Keene, Holly Miller

CENAB: Lacy Evans

CENAP: Mike Hart

UMCES: Elizabeth Price, Dr. Lisa Wainger

1.0 Welcome and Introductions

William Doyle, MDOT MPA

The December 2, 2021 Dredged Material Management Program (DMMP) Executive Committee meeting was convened and everyone in attendance introduced themselves and their affiliations. Secretary Haddaway-Riccio stated that the Port of Baltimore (POB) and specifically the DMMP is both a national and international model due to the partnerships between agency and resource representatives and added that the Maryland Department of Natural Resources (DNR) looks forward to continuing to support the DMMP mission.

Mr. Doyle stated that the POB had another successful year and that the DMMP, specifically Poplar Island, has been used as a model worldwide for restoration using dredged material sediment. At the summer 2021 National Governors Association meeting, General Scott Spellmon, Commanding General of the United States Army Corps of Engineers (USACE), discussed the USACE's current dredging program that beneficially uses 30% of dredged material while the remaining 70% is placed in open water. General Spellmon stated he would like to reverse the numbers to beneficially using 70% of dredged

material in coastal and island restoration projects, adding that he wished there was a Poplar Island at every port. Mr. Doyle stated that the POB is dependent on continued successful dredging operations to maintain deep channels, as seen with the expansion of the Panama Canal in 2016. The POB is currently playing a key role in the national logistics program with receipt of 26 diverted ships since July 2020 due to supply chain delays in other ports. Over the past 12 weeks, the POB has attracted 13 new shipping chains from Maersk and 8 new shipping chains from Mediterranean Shipping Company. These two companies chose to utilize the POB due to confidence in retail businesses who have invested in Maryland through the construction of distribution, fulfillment, and sorting centers and warehousing in and around the POB within the last six years. These retailers were able to supply both brick and mortar stores and e-commerce customers through their fulfillment centers during the COVID pandemic. Retailors have confidence in the POB due to the DMMP, Public Private Partnerships (P3), forward looking projects including the Howard Street tunnel expansion, and continued cooperation with the federal government for grant programs and funding. The POB has made investments and built relationships that are taking us into the future.

Ms. Fidler asked for a motion to be put forth to accept the August 25, 2021 DMMP Executive Committee meeting summary as written. Members motioned to accept the meeting summary, the Committee agreed, and the summary was accepted as final.

2.0 Harbor Development Updates **2021 DMMP Annual Report**

Kristen Fidler, MDOT MPA
Dr. Peter Goodwin, UMCES

Ms. Fidler stated that 2021 marked the 20th anniversary of the Dredged Material Management Act (DMMA) of 2001, which established the DMMP Executive Committee in statute. The DMMA requires the Committee to convene twice annually and ensure MDOT MPA is providing the Long-Range Capacity Plan (LRCP) for dredged material placement. While not stipulated in statute, MDOT MPA has adopted a rolling 20-year plan for placement capacity. The Cox Creek and Masonville Dredged Material Containment Facility (DMCF) expansions, once completed, will provide 20 years of placement capacity for Baltimore Harbor Channel material. The Poplar Island and the Mid-Chesapeake Bay Ecosystem Restoration (Mid-Bay) projects will provide over 40 years of placement capacity for Bay Channel material. The cornerstone of the DMMP is uniting agencies, partners, stakeholders, and citizens to ensure there is a LRCP and to ensure that plan reflects the hierarchy of prioritized solutions stipulated in the statute: “beneficial use and innovative reuse of dredged material; upland sites and other environmentally sound confined capacity; expansion of existing dredged material disposal capacity other than Hart-Miller Island DMCF and areas collectively known as Pooles Island, including G-west and Site 92; and other dredged material placement options to meet long-term placement needs, except for redepositing dredged material in an unconfined manner.”

Ms. Fidler provided additional 2021 DMMP highlights to the Committee including welcoming General Spellmon as the first USACE Commanding General to visit Poplar Island, which is an indicator of the importance of the project, the DMMP, and the collaborative partnership of MDOT MPA and the USACE. In September 2021, MDOT MPA also welcomed Assistant Secretary of the Army for Civil Works, Mr. Jamie Pinkham and United States Fish and Wildlife Service (USFWS) Director Martha Williams to Poplar Island and Masonville Cove. The DMMP also achieved major milestone throughout the year including the completion of the Poplar Island expansion footprint, moving forward with the Mid-Bay project, continued progress of the Cox Creek DMCF expansion, and restoration of funding for and continuation of the Masonville DMCF expansion. Ms. Fidler expressed her gratitude for the continued support from MDOT MPA's sister agencies.

Ms. Fidler introduced Dr. Peter Goodwin as the DMMP Management Committee liaison who will be providing the 2021 DMMP Annual Report overview. Dr. Goodwin stated that the DMMP Management Committee unanimously approved the 2021 Annual Report in November 2021 to be presented before the DMMP Executive Committee for approval. The 2021 report highlights three major successes of the DMMP: capitalizing on investments during the pandemic; funding and policy, planning and operations, and outreach and education programs; and developing a comprehensive set of 2022 recommendations.

Dr. Goodwin highlighted the 2021 DMMP accomplishments for the Committee, first highlighting the DMMP partnerships, which not only relies on a strong partnership with the USACE, but also sister state agencies, federal agencies, non-governmental organizations, private sector consultants, and active citizen engagement. Dr. Goodwin then highlighted the Mid-Bay project, which is using nature-based solutions and lessons learned from Poplar Island to create another world-renown site within the Chesapeake Bay with support by all the contributing partners. Dr. Goodwin concluded the highlights with the DMMP committees' continued emphasis for over two decades on diversity, equity, justice, and inclusion in all project aspects throughout the Chesapeake Bay.

Ms. Fidler requested a motion to approve the 2021 DMMP Annual Report. The Executive Committee unanimously approved the 2021 DMMP Annual Report. The final 2021 DMMP Annual Report can be downloaded at Maryland-DMMP.com and will be presented at the December 8, 2021 virtual DMMP Annual meeting.

Ms. Fidler added that as noted in the Annual Report, the DMMP is at a critical juncture as there is only 700,000 cubic yards (cy) of buffer in the 20-year capacity plan for harbor channel capacity, even with a moratorium on private sector new work dredging placement. It is the obligation of the DMMP to ensure that long-term capacity is increased by creating opportunities for program growth and competitiveness. Harbor Development is looking at large-scale long-term innovative reuse as a viable solution and will be reporting on innovative reuse at the summer 2022 Executive Committee meeting. Ms. Fidler thanked the Maryland Department of Environment (MDE) for partnering on innovative reuse of harbor channel material.

3.0 Mid-Bay Resiliency Workgroup

**Kristen Fidler, MDOT MPA
Matt Rowe, MDE**

Ms. Fidler stated that the Mid-Bay Resiliency Workgroup resulted from feedback and input from the DMMP Management Committee, regarding the recurring topic of how to utilize lessons learned from Poplar Island in the development of Mid-Bay. The Management Committee requested a small working group be established to regularly convene and share resources and discuss project ideas for Mid-Bay development with a goal to maximize project benefits. Ms. Fidler thanked DNR for connecting MDOT MPA and USACE with the local stakeholders, including the Dorchester County Council and the watermen, and for continued support of the Mid-Bay project and the Mid-Bay Resiliency Workgroup.

Mr. Matt Rowe, representative of the Mid-Bay Resiliency Workgroup, stated that the working group has held three meetings to-date and will begin meeting monthly. The working group developed a mission statement, goals, and a matrix to catalog and prioritize various resiliency ideas for the project sponsors to consider. The mission statement is to identify, evaluate, and recommend design and habitat features that enhance climate resiliency and strengthen carbon sequestration while contributing to ecological improvement in and/or near the Mid-Bay project. The goals for the project are to 1) review existing project information for potential opportunities and constraints related to the Mid-Bay project; 2) compile a list of effective climate resilient restoration projects using the latest science and considering nature-

based design features; 3) identify any social/environmental justice issues. The working group will form subgroups as needed to achieve these goals and to identify potential additional funding opportunities. Ms. Fidler added that the ideas/projects considered for inclusion in the Mid-Bay project must not jeopardize the authorization for Mid-Bay. Potential projects near Mid-Bay could be accomplished by other agencies or government entities, such as DNR or Dorchester County.

4.0 Committee Reports

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

Management Committee

Dr. Goodwin highlighted the role of the Management Committee members and the DMMP regarding blue carbon initiatives. Blue carbon initiatives were raised by Secretary Jeannie Haddaway-Riccio before the DNR Coast Smart Council and by Secretary Ben Grumbles before the Maryland Climate Change Commission. Dr. Goodwin used Dorchester County as an example of sea-level rise impacts in Maryland and the potential for coastal resiliency projects and blue carbon opportunities. Dorchester County is currently the 6th largest in Maryland but will decrease to the 14th largest by 2050 due to erosion and sea-level rise. One issue raised for blue carbon is computing the potential for carbon sequestration in large scale restoration projects to combat sea-level rise. MDE and DNR established a workshop series to conduct several webinars within a three-month period to 1) account for Maryland's blue carbon, 2) identify potential environmental finance mechanisms for enhancing Maryland's blue carbon, and 3) review existing projects across Maryland to develop lessons learned for future blue carbon opportunities.

Dr. Goodwin asked for input from other Management Committee members, and Mr. Richard Ortt highlighted the oyster restoration efforts underway at DNR, which is not only involved in the biological oyster restoration programs but also using oyster restoration to improve the Chesapeake Bay water quality. DNR has committed to restoring over 400 acres of oyster reef in the Manokin River by integrating nature-based structural solutions over transient solutions. Oyster reefs could be used in the Mid-Bay restoration project.

Mr. Doyle inquired about the Dorchester County loss of land/county size ranking statistic and if that projection can be mitigated. Dr. Goodwin responded that the sea-level rise projection is moderately accurate if no action is taken and added that decreasing erosion and increasing the rate of sedimentation is required. Dr. Goodwin recommended the Maryland Public Television Broadcasting documentary, *High Tide in Dorchester County*. Secretary Haddaway-Riccio speaking as a Mid-Shore native and resident, stated that the Mid-Bay project was supported due to the erosion in and around Hoopers Island and added that the barrier islands will play an important role in stabilizing the shorelines for residents and business properties along that shoreline, as well as for inland infrastructure.

Mr., Ortt added that while initiatives from this group cannot solve sea-level rise, dredged sediment can be used to protect and provide stability to marshes through thin layer placement. Marshes in turn provide inland protection through natural solutions and provide coastal resiliency along shorelines.

Secretary Haddaway-Riccio stated that DNR is always looking at how to spatially align and sequence both dredging and restoration projects to ensure that these projects are benefiting one another. DNR wants to incorporate the work being doing on Hooper's Island and Taylor's Island and throughout Dorchester as part of the solution.

Ms. Fidler stated that there are many shallow-draft navigation channels in and around the Mid-Bay project that cannot compete for the limited federal funding and suggested joining dredging needs with

shoreline and wetland restoration project needs. This could benefit both Dorchester County property owners with coastal resiliency through shoreline restoration and protection, and the watermen and boaters who need the channel dredged.

Ms. Kristen Keene stated that many of the MDOT MPA request for proposals for innovative dredged material research projects are looking into creating marketable products that could theoretically contribute to climate and coastal resiliency applications. Belden Eco-Products is researching the creation of dredged material ceramic bricks and permeable pavers while another contractor is looking into creating shoreline stabilization structures.

Mr. Rowe suggested that Mid-Bay could potentially be a dredged material reuse facility similar to the reuse facility being investigated for Cox Creek. Removing dredged material from Mid-Bay does not fall within the federal authorization for the beneficial use project, but Mr. Rowe suggesting looking into other alternatives, such as a state or county owned facility nearby as a temporary storage area for dredged material that could be used for shoreline projects. Mr. Rowe discussed the Conowingo Dam dredged material reuse report that is scheduled for March 2022 publication, and he will share final report with the Executive Committee.

Mr. Doyle suggested investigating the use of varying dredging equipment and methods in Maryland based on current improved technologies to increase efficiencies and decrease dredging costs.

Citizens Advisory Committee

Mr. Lindquist discussed the importance of community engagement and praised the DMMP for remaining in sync with community interests and concerns, as highlighted in the Annual Report. Mr. Lindquist suggested that based on the success and increased attendance at meetings that the hybrid meeting model developed during the pandemic should be maintained moving forward for all citizen outreach meetings. Mr. Lindquist stated that the Annual Report highlights the newest trash wheel, Gwynnda the Good Wheel of the West, which surpassed all other trash wheel records for trash collected after a single storm event; approximately 70 tons from the Gwynns Falls, reducing the overall trash entering the middle branch of the Baltimore Harbor. The Annual report also highlights the creation of equitable access to DMMP sites by engaging urban youth, such as the partnership with Morgan State University at Masonville Cove. This partnership exemplifies MDOT MPA's continued commitment to utilize DMMP sites to reach out to underserved populations.

5.0 Corps of Engineers

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

USACE North Atlantic Baltimore District (CENAB)

Colonel Pinchasin stated that CENAB dredged approximately 1.8 billion cy of new work material for essential water resources and engineering constructions services. CENAB is charged with maintaining approximately 90 federal channels, but only receive funding for 10 channels. There are opportunities for smaller channels to utilize larger channel dredging project contracts to decrease mobilization costs. Through the Infrastructure Investment Jobs Act, the USACE is expected to receive \$17.1 billion in funding.

Cape Henry

Colonel Pinchasin stated that the Cape Henry dredging project was awarded to the Dutra Group for \$15 million to dredge and place approximately 2.5 million cy at the Dam Neck Open Water Placement Site.

Harbor and Maryland Approach Channels

In fiscal year 22-23, 1 million cy of material will be dredged from the Cutoff Angle and Craighill Entrance Channels and placed at Poplar Island. Approximately 500,000 cy will be dredged from the Fort McHenry channel and placed at the Cox Creek DMCF. The project is expected to be awarded in January 2022 and begin in early spring.

Poplar Island

The Poplar Island expansion exterior dike was completed in January 2021 and the first inflow occurred in summer 2021. The expansion added approximately 575 acres, which includes four new wetland cells, one large upland cell, and 28 million cy of additional placement capacity that will enable Poplar to accept dredged material through 2032.

Mid-Bay Islands

The design agreement between the Department of the Army and the State of Maryland was executed in August 2019 and \$4.9 million in funding has been received for preconstruction engineering and design (PED) efforts, which are underway. The Barren Island construction portion of the Mid-Bay project is expected to be awarded in summer 2022, pending funding. The James Island design portion of the project will begin in 2022.

Seagirt Deepening Study

CENAB is working to ensure the Seagirt loop deepening study supports a 50-50 loop that aligns with other POB features. The Tentatively Selected Plan (TSP) milestone is expected to be completed on December 9, 2021, the draft report is expected to be completed for public review on February 10, 2022, and the Chief's Report is expected to be completed in 2023.

Baltimore Coastal Study

The Baltimore Metro area is being evaluated for coastal storm risk reduction to determine any potential solutions to reduce storm risk. Possible solutions may include the construction of flood walls and levees, support of partner urban planning, and non-structural mitigation efforts such as water and flood proofing. The study was restarted in July 2021 after receiving re-program funding. The TSP is expected to be selected in March 2022 and the Chief's Report is expected to be completed in March 2024.

USACE North Atlantic Philadelphia District (CENAP)

Lt. Colonel Brigantti stated that the Chesapeake and Delaware Canal 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. Other projects updates include the Chesapeake City bridge contract, which will reduce the air gap for half of the main span, and repair work for the SR1 bridge in Delaware, which is ongoing.

6.0 Comments from the DMMP Executive Committee

Kristen Fidler, MDOT MPA

Ms. Fidler opened the discussion to questions and comments from the DMMP Executive Committee members.

7.0 Adjourn

Kristen Fidler, MDOT MPA

Ms. Fidler thanked presenters and committee members for their attendance and adjourned the meeting.