

**SUMMARY OF THE DREDGED MATERIAL MANAGEMENT PROGRAM
CITIZENS' ADVISORY COMMITTEE MEETING**

November 8, 2023, at 6:00 PM – Hybrid Meeting

Masonville Cove Environmental Education Center – 1000 Frankfurst Ave, Baltimore, MD 21226

Attendees:

Angie Ashley Consulting: Angie Ashley

EcoLogix: Steve Pattison

Hart-Miller Island Citizens Oversight Committee (HMI COC): Paul Brylske

Living Classrooms Foundation: Lorraine Warnick

Maryland Environmental Service (MES): Claire Spears

Maryland Port Administration (MPA): Bertrand Djiki, Danielle Fisher, Rachael Gilde, Holly Miller, Joseph Ross, Darren Swift

National Aquarium: Laura Bankey

North Point Peninsula Council: Fran Taylor

Patapsco and Back Rivers Tributary Team: Stuart Stainman

The Terrapin Institute: Marguerite Whilden

Tradepoint Atlantic (TPA): Peter Haid

The Nature Conservancy: Austin Bamford

Action Items:

- Ms. Ashley will share the 2024 DMMP Committee Meeting Calendar and Annual Meeting invitation once finalized.

1.0 Introductory and Welcoming Remarks

Angie Ashley, AAC

Meeting materials can be found at the following link: [CAC 2023 - Google Drive](#). Ms. Ashley began the meeting with introductions and stated that Mr. Adam Lindquist, Chair of the Citizens Advisory Committee (CAC), was unable to attend the meeting. The last CAC meeting was held jointly with the Dredged Material Management Program (DMMP) Innovative Reuse Committee (IRC) and therefore, the IRC will approve the summary.

2.0 The Future of Innovative Reuse

Darren Swift, MPA

Mr. Swift introduced the new Cox Creek Sediment Technology and Reuse (STAR) Facility. The Cox Creek STAR Facility, adjacent to the Cox Creek Dredged Material Containment Facility (DMCF), was purchased by MPA in December 2022. The site provides an opportunity for MPA and the Innovative Reuse (IR) Program to reclaim capacity from the Cox Creek DMCF to ensure a rolling 20-year plan for the placement of dredged material. . The property has CSX rail, access to highway

I-695 , and the potential for maritime use. The property is 140 acres, with 120 acres developable for IR and maritime use.

Upon purchase, the property was divided into five operable units: the Upland Area, the Settling Basins, the Batch Attack Lagoon, the Groundwater Containment System, and the Waste Acid Neutralization Area. Remediation of the property will be completed in phases over ten years. The Upland Area and the Settling Basins remediation will occur first to have space for IR projects such as installation of geotextile tube (geotube) fields for large-scale dewatering to dry material for future potential projects. In response to whether geotubes were a viable and economically conscious option, Mr. Swift informed the committee

that the results from pilot projects are positive, specifically in terms of using geotubes as a short-term option to dewater material. The short-term plan for the Cox Creek STAR Facility is to increase capacity recovery and implementation of IR while phased remediation of the property takes place. The property will enable MPA to explore new projects and further advance previously piloted project such as providing alternative cover to the Quarantine Road Landfill on a larger scale.

Due to the previous land use of the site, including the manufacturing of titanium dioxide, and the associated contamination, remediation activities will likely include capping and soil remediation. The remedial action plans are currently being developed in coordination with the former owner, Tronox, and with approval by the Maryland Department of the Environment (MDE). The remediation is expected to occur over approximately ten years.

A Master Plan is being drafted for full site development. Mr. Swift stated that MPA is currently exploring contracting options for private development of the site in support of the advancement of large-scale IR at the Cox Creek STAR Facility, which will be instrumental in ensuring that MPA has a twenty-year plan for the management of dredged material. Mr. Swift added that several contractors have toured the facility and are interested in producing products using dredged material at the site.

3.0 Masonville Cove Connector

Joseph Ross and Rachael Gilde, MPA

Mr. Ross shared a QR code linked to a survey for attendees to submit feedback on the Masonville Cove Connector (MCC) design concepts. Designated as the Nation's first Urban Wildlife Refuge Partnership, Masonville Cove serves as a green space for wildlife and community members to enjoy. Due to Masonville Cove's location, the site is not easily accessible to surrounding communities without a vehicle. Design of the MCC continues in support of MPA's commitment to the communities that surround Masonville Cove to provide safe, convenient, and equitable access to the site. Once complete, the MCC will link Masonville Cove with the existing Gwynns Falls Trail and the proposed Baybrook Connector leading to over twenty miles of multipurpose trails. The project has received two rounds of federal grant funding through the Federal Highway Administration (FHWA) Federal Lands Access Program (FLAP). The first grant was awarded in July 2022 for approximately \$1.53 million with a U.S. Fish and Wildlife (USFWS) match and the second grant was awarded in June 2023 for approximately \$1.07 million.

Mr. Ross stated that there are two projects in the vicinity of the MCC that MPA is coordinating with and that will likely have synergy with the MCC. Baltimore City is planning a sewer project near Masonville Cove, however construction has not yet begun. The team is in close contact with Baltimore City for an accurate understanding of the project timeline and implications. As a result of the sewer project, Frankfurst Avenue will be closed on westbound side allowing for one lane of traffic in each direction. This altered traffic pattern will provide an example of how the road will function as a two-lane road. Additionally, Maryland Transportation Authority's I-895 Baltimore Tunnel All Electric Tolling Conversion project includes converting the current fourteen booth plaza to all electronic tolls and installing a series of ramps and traffic signals. If approved, one of the proposed traffic signals is to be installed at the entrance of Masonville Cove. Mr. Swift added that there are currently two sets of exit ramps leading from I-895 onto Frankfurst Avenue and Hanover Street, which will eventually be combined resulting in the potential need for a traffic light at the Masonville Cove entrance intersection. A traffic light may be a consideration in the design of the MCC to allow for safe crossing at that location. The plans to combine these exits are

confirmed, however, the project is still in the design phase therefore the planned installation of a traffic light could change during construction. Since the I-895 project is further along in the planning process, details of the I-895 project can be accounted for in the MCC planning decisions.

Mr. Ross stated that the MCC project is currently approaching the 30% design phase, which included two traffic studies to allow for an understanding of the average daily traffic along Frankfurst Avenue and to inform decisions regarding selection of a trail alignment in consideration of the potential impacts on industrial activity. The traffic study data was compiled and compared to the FHA recommended threshold for traffic on a four-lane roadway and demonstrated that the current traffic rate is significantly lower than the FHA threshold. This confirms that a four-lane highway is over designed based on traffic volumes along Frankfurst Avenue, which supports the viability of all MCC concepts.

Mr. Ross and Ms. Gilde provided details on the eight MCC design concepts, each of which has pros and cons based on the design considerations used in evaluating each concept. Considerations include buffer space, minimizing conflicts, speed compliance, minimizing environmental impact, minimizing impact to utilities, minimizing major grading and retaining walls, minimizing impact to private property, and supporting existing operations. A matrix was developed and is accessible on the [Masonville Cove Connector Website](#) that compares all the considerations between the eight MCC design concepts. The four design concepts that are located on the North side of Frankfurst Avenue are on the same side of the road as the Masonville Cove Environmental Education Center (MCEEC), while the four design concepts located on the South side are on the same side of the road as the CSX rail tracks. Currently, Frankfurst Avenue has two twelve-foot lanes going in each direction with a four-foot median. An additional important aspect of the design concepts includes the ability to work within the existing roadway. Concepts that work outside of the existing roadway could increase the impact a design concept has on utilities, the environment, and right-of-way coordination. Designs with one lane in each direction will have intermittent turning lanes at the Vulcan Materials Company and the Masonville Cove entrance. In response to attendees' inquiries, the location of Concept 4 in reference to the Vulcan Materials Company fence was reviewed. As a part of Concept 4, the MCC extends beyond the existing roadway in the direction of the Vulcan Materials Company. Given this, utility relocation may be required, as well as right-of-way coordination depending on ownership of the additional property to be impacted.

Mr. Ross stated that the team is working toward completing 30% design by the winter of 2024, and 100% design is anticipated to be achieved by the spring of 2025, with construction anticipated to begin in the fall of 2025. Feedback on the concepts is planned to be accepted through the end of the calendar year and will be considered in determining the path forward for design. The majority of feedback collected to date highlights excitement toward the project.

4.0 2023 Annual Meeting and Report

Rachael Gilde, MPA

Ms. Gilde stated that each year the DMMP Annual Meeting aligns with the release of the DMMP Annual Report. The 2023 DMMP Annual Meeting will highlight annual accomplishments, the recommendations for the coming year, celebrating participation in the DMMP, and providing the opportunity for networking and receiving input from stakeholders.

MPA is interested in feedback from all DMMP committees on ways to maximize the accessibility of the meeting by determining who has and has not been able to attend in the past, and any existing barriers to

participating for groups that would benefit from the information shared. This feedback can be incorporated into planning the Annual Meeting to maximize participation and engagement.

The 2022 Annual Meeting was the first hybrid version of the meeting and took place at MedStar Harbor Hospital. There was a total of 133 attendees, 79 of whom were in-person and 54 of whom attended virtually. The meeting included an in-person and virtual exhibit hall, networking opportunities, DMMP Annual Report review, State of the Port update, a community collaboration presentation, and a keynote address. Ms. Gilde asked the committee to review the groups represented at the 2022 Annual Meeting to assess whether any important groups were absent. Attendees were also asked for input regarding meeting time of day, sharing information, and barriers for under-represented groups. Ms. Warnick stated that attendance at the Annual Meeting may be low due to the public not understanding how dredging and the DMMP are relevant, and that targeted outreach may result in increased attendance.

Input from the various DMMP committees was requested on which of three topics (listed below) would be preferable to discuss at the 2023 DMMP Annual Meeting. This opportunity to collaborate with all DMMP committees convened is a way to share valuable insight through meaningful dialog. Options for topics of discussion included:

- How to increase equitable access to DMMP sites
- How to recruit DMMP committee members that reflect the diversity of the communities adjacent to and impacted by the Port of Baltimore (POB)
- The importance of incorporating nature-based and climate solutions into long-term DMMP project planning, design, and operations

Committee members showed interest in all three topic options.

5.0 U.S. Army Corps of Engineers

Holly Miller, MPA

Ms. Miller presented on behalf of the USACE and stated that the Federal fiscal year 2023 (FFY23) contracted dredging was completed with dredging taking place between June and September of 2023. Approximately 350,000 cubic yards (cy) were dredged from Brewerton Angle and placed at the Cox Creek DMCF and approximately 1,500,000 cy was dredged from Craig Hill Angle, Brewerton Eastern Extension, and Tolchester Channel and placed at the Paul S. Sarbanes Ecosystem Restoration Project at Poplar Island (Poplar Island).

For the FFY24 contract, approximately 400,000 cy is expected to be dredged from the Curtis Bay Channel and placed at Cox Creek DMCF and approximately 1,300,000 cy is anticipated to be dredged from the Brewerton Eastern Extension and placed at the northern and southern ends of Poplar Island. The solicitation contract for the FFY24 dredging was awarded on November 1, 2023, and dredging is anticipated to begin in December 2023.

In the Virginia channels, approximately 1,700,000 cy of material will be dredged from York Spit and placed at Wolf Trap Alternative Placement Site Northern Extension. USACE is currently coordinating on the environmental compliance package, including a Federal Consistency Determination with the Virginia Department of Environmental Quality (DEQ), and working on the plans and specifications for the dredging contract. Dredging will likely take place between April and August of 2024.

The Seagirt Loop Channel Deepening Modification Feasibility Study, with a duration of three years, is complete. The report was signed and submitted to the Assistant Secretary of the Army for Civil Works (ASA). The recommended plan includes completing the channel to dimensions, 50-foot depth and 760-foot average width, with additional widening at bends to ensure safe navigation. The ASA's office has given approval for USACE to start the preconstruction, engineering, and design phase. Approximately 1,900,000 cy of material is anticipated to be removed and placed at the Cox Creek DMCF.

Construction is ongoing for the Mid-Chesapeake Bay Islands (Mid-Bay) Ecosystem Restoration Project. Barren Island Phase 1 construction began in March of 2023 and is slated for completion in October 2024. Barren Island Phase 2 design is ongoing and will include many dredging and environmental components, along with bird island construction and rock work. Additionally, modeling and design work continues for James Island, with the first construction contract anticipated to be awarded in the summer of 2025.

6.0 Harbor Development Update

Holly Miller, MPA

Ms. Miller stated that the public comment period for the Supplemental Environmental Assessment for the Barren Island sand borrow area closed on October 9, 2024, and the project team is currently working to address comments. The James Island Supplemental Environmental Impact Statement (EIS) will be ready for public review by the spring of 2024. MPA is coordinating with MDE regarding a modification to the Barren Island Tidal Wetlands License related to the Barren Island sand borrow area. There will be a public hearing and poster session about this modification on November 29, 2024, at the Madison Fire House in Dorchester County. Outreach is ongoing with local stakeholders, including one-on-one meetings, emails, phone calls, watermen meetings, and safety coordination due to current construction. The Mid-Bay fall newsletter is expected to be distributed in November 2023.

Cox Creek DMCF has continued to actively receive inflow while undergoing expansion and construction activities. The dike raising to +60' is substantially completed, which is currently seven months ahead of schedule. Raising the North South Cross Dike (NSCD) to +50' has also been added to this contract to accommodate future inflows into the waterside cell. Additionally, raising the NSCD allows for a portion of the surplus clay material to be removed from the borrow area and stockpiled on the completed cross dike for future construction uses.

The Swan Creek Nature Trail (SCNT) is a community enhancement project recommended by the Cox Creek Citizens Oversight Committee to help provide recreational access to the over 100 acres of conservation easement area adjacent to the Cox Creek DMCF. The SCNT is planned to be an approximate two-mile loop and feature small spurs that allow for shoreline access, three boardwalks, a bridge over a stormwater management swale, and four outdoor classrooms. There will be signage posted around the trail that includes expectations regarding trail use, educational facts, and the site's history. This project was awarded two grants from the Recreational Trails Program (RTP), a federal program administered through the State Highway Administration (SHA). It is anticipated that 90% design will be achieved in the winter of 2023 and final design will be achieved by the spring of 2024 with construction anticipated to begin in the fall of 2024. The SCNT is expected to be open to the public by 2025.

The Cox Creek Open House took place on Saturday, October 21, 2023, at the Cox Creek DMCF. There were many informative and interactive stations hosted by MPA and partners, along with van tours of the DMCF, fishing, birding, and Touch-A-Truck. Approximately 160 visitors attended the event, which is a record high. The Pasadena Sportfishing Group held a youth fishing event, and every kid caught a fish.

Masonville DMCF is actively receiving inflow. The base dike widening was completed in June 2023. The Notice to Proceed for the next phase of Dike Raising is planned for November 27, 2023. The +30' dike raising is expected to have a thirty-month construction schedule with completion by Spring 2026. While this takes place, the design phase for the +42' dike raising will be moving forward as the final expansion for Masonville.

The Masonville Cove bird banding project is a partnership with a local nonprofit, Birds of Urban Baltimore, with support from the Masonville Cove partners including MPA, MES, Living Classrooms Foundation, and U.S. Fish and Wildlife Service. This project uses bird banding to record the migration and breeding patterns of Baltimore area birds, along with what species of birds are utilizing the restored habitat. The first season was completed in spring 2023 and resulted in 571 captured birds and 53 different species. The second season began in August 2023 and will continue through November 2023. Visitors are welcome to observe bird banding activities.

Due to concerns and questions that have been raised related to the proposed location for a second confined aquatic disposal (CAD) pilot project, further work on this project has been paused. MPA is shifting its focus to developing and implementing a comprehensive outreach and education strategy to allow stakeholders to learn more about CAD, including its purpose and importance to the DMMP, and engage with MPA staff working on the project.

The MPA Poplar Island outreach program hosted over 4,000 participants in various locations and events that included general tours, special interest tours, birders, students, and other outreach events as of the end of October 2023. The Terrapin Education and Research Partnership (TERP) released the last terrapins for this school year in August 2023 and began scheduling the 2024 TERP partner release dates. New hatchlings were distributed to TERP partners to be raised during the school year and released back on Poplar Island in Spring 2024.

The POB Environmental Education Team continues to visit schools across the state to teach about the Port's environmental contributions. Tours at Hart-Miller Island increased significantly in 2023, with over 600 people visiting the site through MPA's site tours. Poplar Island hosted Lieutenant Governor Miller in August 2023 to participate in the release of the head-start terrapins, see construction and inflow actively occurring, and hear updates related to the Mid-Bay project.

This year, "Youth Birding Week with the Port of Baltimore" was held with financial support from the Chesapeake Bay Trust and the Maryland Ornithological Society. During this week-long experience, young birders from the Baltimore area learned about bird species and how MPA habitat restoration projects are helping local bird populations. The participants engaged in bird walks at Masonville Cove, explored the beach and found a Trumpeter Swan family at Hart-Miller Island, banded Osprey nestlings, saw a Roseate Spoonbill at Poplar Island, seined for fish at Cox Creek, and completed a week-long art project to showcase the knowledge accumulated over the week to parents.

Hart-Miller Island hosted Audubon Mid-Atlantic's Baltimore Program, formerly Patterson Park Audubon, and the Birding Ambassadors / Embajadores de Aves for a tour of Hart-Miller Island on October 23, 2023, which was Hart-Miller Island's first ever tour given in Spanish. Staff identified birds during the tour,

including a few rare birds. The Hart-Miller Island 5-Miler race, originally scheduled for Saturday, October 21st, was unfortunately cancelled due to high winds.

Ms. Miller confirmed for attendees that all projections of material to be dredged that were presented were accounted for in long-range planning. Ms. Miller added with respect to Harbor dredged material that material from the Brewerton Angle channel is tested and suitable for ocean placement, but the option is not utilized due to high transportation costs. Mr. Taylor asked if there would be any updates provided to the CAC related to the proposed Sparrows Point Container Terminal once related dredging begins. Mr. Haid shared with the group that updates on the terminal will be provided as necessary.

7.0 Round Table Remarks & Open Discussion

Committee Members, MPA

Ms. Ashley stated that the 2024 DMMP Meeting dates and the 2023 DMMP Annual Meeting time will be shared once finalized.