

**DRAFT FINAL SUMMARY OF THE DREDGED MATERIAL MANAGEMENT PROGRAM
MANAGEMENT COMMITTEE MEETING
November 15, 2023, 10:00 AM
Hybrid 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
Dundalk Resident: Will Feuer
Maryland Environmental Service (MES): Marni Dolinar, Claire Spears
Maryland Department of the Environment (MDE): Matt Rowe
Maryland Department of Natural Resources (DNR): Richard Ortt
Maryland Department of Transportation (MDOT): John Denniston
Maryland Port Administration (MPA): Dave Bibo, Nichol Conley, Bertrand Djiki, Danielle Fisher, Rachael Gilde, Margie Hamby, Katrina Jones, Holly Miller, Rachel Miller, Amanda Peñafiel, Joseph Ross, Darren Swift
Maryland Pilots: Eric Nielson
National Oceanic and Atmospheric Administration (NOAA): Jonathan Watson
Rukert Terminals Corporation: Andrew Gray
The Terrapin Institute: Marguerite Whilden
University of Maryland Center for Environmental Science (UMCES): Bill Dennison
US Army Corps of Engineers, Baltimore District (CENAB): Trevor Cyran, Ian Delwiche, Alex Eligado, 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 continue to coordinate with Tradepoint Atlantic (TPA) regarding a presentation on the proposed terminal at an upcoming Dredged Material Management Program (DMMP) Management Committee meeting.
- The DMMP Management Committee will submit additional comments regarding the 2023 DMMP Annual Report to MPA by Friday, November 17, 2023.
- MPA will distribute the revised Annual Report for committee review and approval.

1.0 Convene and Welcome

Ms. Holly Miller, MPA

Meeting materials can be found at the following link: [11/15 Management Committee Meeting](#). Ms. Miller welcomed attendees, called the meeting to order and reviewed the action items' status. Tradepoint Atlantic (TPA) was unavailable to present on the proposed terminal at the November 15, 2023, meeting and will look to present at a future DMMP Management Committee meeting. Ms. Miller requested a motion to approve the September 27, 2023, Dredged Material Management Program (DMMP) Management Committee meeting summary. The committee approved the September 27, 2023, DMMP Management Committee meeting summary with the requested revision that the summation regarding traffic jams for private terminals be revised to more accurately capture the message presented.

2.0 The DMMP Annual Report

Ms. Holly Miller, MPA
Ms. Rachael Gilde, MPA

Ms. Miller stated that DMMP Management Committee feedback on the 2023 DMMP Annual Report is valuable and encouraged the committee to submit comments. All feedback is welcomed and will be considered for incorporation into the final version of the 2023 DMMP Annual Report.

Ms. Miller stated that the Annual Report places the year's work in context of advancing the Maryland Port Administration's (MPA) mission by providing an overview of the Port of Baltimore's (POB) importance to Maryland and the nation along with the pivotal role of long-term dredged material management plans. Additionally, the Annual Report summarizes the year's accomplishments toward the 2023 DMMP Recommendations and highlights the partnerships with stakeholders that are essential to mutually beneficial outcomes and successes. The Annual Report also provides recommendations for continuing to build upon the DMMP's excellence in 2024. The Annual Report is comprehensive of the entire DMMP and thus more robust and technical than many of MPA's outreach tools. MPA has developed a two-page summary with the goal of increasing the understanding of the information the Annual Report contains. Once accepted by the Executive Committee, a downloadable version of the 2023 DMMP Annual Report will be uploaded to the DMMP website and highlights will be shared at the December 4, 2023, DMMP Executive Committee meeting and the December 7, 2023, DMMP Annual Meeting.

In 2023, guided by the DMMP, MPA invested in infrastructure, equipment, and processes that will provide long-term economic and ecological benefits. MPA has implemented important capacity building projects and enhanced effective working relationships with the private sector, federal government, sister state agencies, and diverse stakeholder communities. By working closely with partner organizations, MPA has provided innovative solutions to a range of challenges in 2023.

Ms. Miller presented report highlights that align with the categories of recommendations including Funding and Policy; Planning and Operations; and Outreach and Education.

Ensuring adequate funding for MPA projects that benefit the Port and waterborne commerce remains a priority for MPA. MPA participates in the American Association of Port Authorities (AAPA) Quality Partnership Initiative, a partnership between AAPA and the United States Army Corps of Engineers (USACE) to promote strategic and operational efficiencies and improvements in the nation's maritime waterways system. Additionally, MPA is part of the Harbors and Navigation Subcommittee, working on ways to better coordinate with USACE to keep channels maintained. MPA worked closely with AAPA members to draft language in Congress' 2022 reauthorization of the Water Resources Development Act (WRDA) to benefit all ports and is looking ahead to address future needs in WRDA 2024.

In coordination with MPA, USACE recently undertook the modification of the Baltimore Harbor Anchorages and Channels Modification of the Seagirt Loop Channel, Maryland Feasibility Study (Seagirt Loop Modification) to evaluate relieving the terminal's bottleneck and enabling more efficient vessel movement. The study was completed ahead of schedule and under budget in 2023 with a favorable benefit to cost ratio. The recommended plan was to deepen and widen the West Seagirt Branch Channel to the authorized depth and average width of 50 and 760 feet, respectively, providing safer and more efficient navigation to the Port of Baltimore (POB) and meet future anticipated capacity demands at the POB facilities. The Seagirt Loop Deepening project will advance to Preconstruction, Engineering, and Design once a design agreement is executed between MPA and USACE. MPA is working with the

Maryland Congressional delegation to secure construction authorization for the Seagirt Loop Deepening project in WRDA 2024.

In February 2023, MPA and the Maryland Department of Natural Resources (DNR) met to identify opportunities for collaboration on coastal resiliency, including the potential for incorporating Innovative Reuse and Beneficial Use (IRBU) of dredged material into projects statewide. MPA, in partnership with the University of Maryland, has also received a Federal Highways Administration (FHWA) Climate Challenge grant to study constructing vegetative infiltration berms for flood protection. This will involve creating and testing dredged material blends to determine the optimized ratio of material that best meets all criteria. The outcomes of this research include a life cycle analysis and an environmental protection declaration.

The DMMP continues to invest in strategic capacity recovery and long-range capacity planning. While current overall capacity has the potential to accommodate the next twenty years of dredging needs, including USACE maintenance inflow, planned private sector maintenance dredging projects, and the West Seagirt Loop Modification Dredging Project, there are near-term pinch points in the current plan for material dredged from the Baltimore Harbor channel segments resulting in an ongoing exclusion of new work dredging projects from the private sector. The twenty-year dredging and placement projection estimates are contingent on IRBU, which is instrumental in maximizing placement site capacity to ensure MPA can accommodate projected channel dredging needs. Timing of dredging needs and capacity expansion at Dredged Material Containment Facilities (DMCFs) is carefully choreographed, and major issues could occur if funding is not available when needed. In response to an inquiry from Mr. Myers, Ms. Miller clarified that the Baltimore Harbor material volume estimates do not include the volumes associated with the Trade Point Atlantic container terminal project but does include maintenance dredging.

Through a Request for Proposals (RFP), MPA has awarded seven Research and Development (R&D) contracts for a range of projects with various reuses of dredged material. All projects and products have been tested in accordance with the Maryland Department of the Environment (MDE) Guidance Document, which provides a framework for the reuse of dredged material. Five of the seven R&D projects have been completed and show promising results toward large-scale implementation of innovative reuse (IR). MPA is currently evaluating three additional R&D proposals indicating a strong interest from industry in finding innovative solutions for the reuse of dredged material. The robust response to the R&D RFP demonstrates the need for the Cox Creek Sediment Technology and Reuse (STAR) Facility.

Ms. Miller stated that in 2011 the Harbor Team recommended Confined Aquatic Disposal (CAD) as an alternative to the limited capacity available in the DMCFs and to be considered as part of the long-term strategic plan for dredged material management. In 2016, MPA constructed a pilot CAD cell at the Masonville Vessel Berth and began an extensive two-year study of this approach in Maryland. MPA completed the monitoring of the CAD pilot project in 2019 and evaluated lessons learned to determine the next steps for the program, a second pilot CAD cell. Planning and investigative efforts narrowed additional potential locations in the Baltimore Harbor, including an area southeast of the Cox Creek DMCF. The project has been paused to address concerns about site selection for a second pilot CAD cell to ensure there is a thorough engagement and dialog about next steps for the project. This will include reengaging the Bay Enhancement Working Group (BEWG) to evaluate CAD as a concept while simultaneously implementing a comprehensive community outreach and engagement strategy focused on CAD in the Baltimore Harbor and the importance of investigating emerging dredged material

management solutions. MPA remains committed to transparency to ensure that the public and the regulatory and resource agencies receive accurate and timely information. Mr. Myers suggested that language used in the outreach and engagement process surrounding CAD along with the language in the Annual Report be carefully crafted, including how public opinion and input is described.

Notable progress for the POB and the DMMP has been made in 2023. MPA significantly increased its capacity to fulfill its mission by completing expansions at two existing facilities, Cox Creek DMCF and Masonville DMCF, and beginning construction at a new site, the Mid-Chesapeake Bay Island Ecosystem Restoration (Mid-Bay) Project. MPA is also developing the state's first center for the innovative reuse of dredged material, an essential element of the program's long-term sustainability.

The Mid-Bay Project incorporates restoration of both Barren and James Islands. Phase I of Barren Island construction began in March 2023 and has seen significant progress. Throughout 2023, MPA and USACE worked closely together with community members, especially watermen, to minimize the impact of construction on the livelihood of citizens local to the region. MPA held targeted outreach and public meetings and facilitated positive relations with the construction contractor as watermen navigated safety zones during fishing and crabbing season. The James Island portion of the Mid-Bay Project is in the design phase and is progressing on schedule. MPA and USACE are conducting workshops to gather feedback and ideas from resource and regulatory agencies with the goal of incorporating more nature-based solutions into the James Island design. In September 2023, USACE and MPA held a workshop where agency input was used to identify potential alternatives including an increase in soft shoreline and a decrease in rock revetment. A second workshop will be held this winter. Once the James Island exterior design is finalized, the team will continue collaborating on internal features to be included in the habitat restoration. Ms. Miller explained that without the Mid-Bay Project to accept annual maintenance dredging, the POB's 50-foot channel segments in the Chesapeake Bay will shoal to a controlling depth of 45-feet within three years.

The Cox Creek DMCF is being expanded to increase its capacity and, in 2023, MPA completed a significant construction milestone of raising the dike to +60 feet contributing to MPA's ability to meet its twenty-year planning mandate. The Cox Creek Citizens Oversight Committee (COC) continues to provide input to MPA regarding facility operations and recommendations on minimizing the potential impacts it may have on the communities and natural resources in the area. Developed with the Cox Creek COC and community stakeholders, the Swan Creek Nature Trail (SCNT) is a community enhancement project to create a two-mile loop in the forested conservation easement area adjacent to the Cox Creek DMCF. The final design for the SCNT is nearing completion and construction is planned to start the summer of 2024 and be open to the public by 2025.

The Masonville DMCF is currently undergoing expansion to increase capacity. Dike raising to +18 feet was completed in 2021. Base dike widening to prepare for additional elevation began in 2022 and was completed under budget in early 2023. Construction is now underway for the dike raising to +30 feet and will take about thirty months to complete. The eventual goal is to raise the dikes to +42 feet by 2029.

This year marks the tenth anniversary of Masonville Cove's designation as the nation's first Urban Wildlife Refuge Partnership (UWRP). Masonville Cove is now well established as an educational and recreational community treasure, but access to the site remains a challenge. Consistent with its promise to restore access to the waterfront for the communities surrounding the Masonville DMCF, MPA has secured two grants from the FHWA Federal Lands Access Program to design and construct a shared use path, named the Masonville Cove Connector (MCC), that will link Masonville Cove to the adjacent

communities and the Gywnns Falls Trail. The MCC will tie into a network of over twenty miles of trails, providing walking and biking connectivity with dozens of neighborhoods, a regional hospital, and wellness facilities. The MCC is in the planning stages and the development team is working very closely with community members and current users of Frankfurst Avenue to seek input on how the MCC design can best meet all users' needs. Two traffic studies have been conducted, and a set of design concepts have been developed. The final design is expected to be complete in early 2025, followed by construction. Mr. Denney congratulated MPA on involving industry in the outreach efforts for the MCC project and added that the Baltimore City sewer project may be able to demonstrate how the reduction of lanes could impact the flow of traffic.

Hart-Miller Island (HMI) has become a haven for boaters providing the public with recreational opportunities and the chance to encounter a variety of species of plants, insects, and wildlife, including migrating bird populations. Over 44,500 people visited HMI in 2023 to participate in recreational activities. Tours at HMI increased significantly in 2023, with over 750 people visiting the site through MPA's site tours. Restoration planning by MPA and DNR with input from community partners is underway for the 800-acre North Cell. Since its initiation in 1985, the HMI COC has ensured an open dialogue between the communities surrounding the site and MPA and provided oversight on dredged material inflow and operations. Since inflow ceased at HMI, the HMI COC has shifted focus to the development of a site closure plan and created a Friends of HMI State Park volunteer group. MPA coordinated with the Friends of HMI to increase site access to the community through twice-monthly site and birding tours, with bonus dates added as requested. The Patterson Park Audubon's Birding Ambassadors visited HMI recently, which was MPA's first ever tour given in Spanish.

As a top priority for MPA, outreach and engagement efforts continue to prioritize environmental justice, diverse representation reflecting the communities MPA serves, and increasing the public's knowledge about the POB to pursue outcomes that equitably benefit all Marylanders. In total, MPA's education and outreach efforts in 2023 have resulted in over 21,000 engagements during nearly 400 events. MPA outreach initiatives provided in Spanish premiered this year as part of an ongoing commitment to increase inclusivity and equitable access to MPA's sites. Key outreach materials, such as fact sheets, have been made available in both Spanish and English, and Spanish-speaking staff attend events as appropriate. A highlight of the year's outreach program was Latino Conservation Day, held on July 30, 2023, at Masonville Cove. A total of 118 people attended, including families from the surrounding area and from Latinx communities in Baltimore. The Chesapeake Bay Trust, Maryland Ornithological Society, and MPA sponsored the second Youth Birding Week in July 2023. Eleven youth from the Baltimore area spent a week learning the basics of birding and exploring the habitats at the DMCF sites and restoration sites like the Paul S. Sarbanes Ecosystem Restoration Project at Poplar Island (Poplar Island). MPA is a proud member of the Baltimore Port Alliance (BPA) and is committed to addressing the need for improved workforce development in the maritime, transportation, and logistics industries. With support from MPA and industry professionals, the BPA hosted its fifth Hiring & Career Expo, bringing 38 employers and nearly 250 jobseekers. This was the largest event to date, and 100% of surveyed exhibitors indicated they would attend a similar event in the future.

Ms. Gilde provided an update on 2024 Annual Report Recommendations that reflect DMMP Management Committee input at the previous meeting. She stated that these recommendations support MPA's commitment to achieving DMMP goals in a manner that benefits the region economically, environmentally, and socially for decades to come. She summarized the updated recommendations for each category.

Funding and Policy Recommendations were refined to specifically highlight addressing sustainability, climate change, and resiliency planning. Mr. Ortt suggested verifying that the dates to achieve 60% carbon reduction and net zero had not changed and that, if changed, the recommendations be updated to reflect the new targets. Mr. Rowe suggested that oysters or oyster reefs are mentioned in the section of the 2023 DMMP Annual Report related to the Mid-Bay project as it is an area of consensus among resource agencies to explore related to living shorelines and nature-based features. Ms. Whilden stated that State of Maryland elected officials should be mentioned in the recommendations as applicable. Mr. Myers stated that the nonprofit sector should be included in the first and second recommendations as those groups have contributed significantly toward lobbying efforts to acquire project funding.

Planning and Operations Recommendations were refined to incorporate continuing the expansions of DMCFs and the efforts related to the Cox Creek STAR Facility. Mr. Nielson stated that the Annual Report briefly mentions the near-term pinch points in the current plan for managing material dredged from the Baltimore Harbor channel segments resulting in the ongoing exclusion of dredging inflows from private sector new work but it is not addressed in the recommendations. Ms. Miller clarified that, while the topic is not explicitly addressed in the 2024 Recommendations, conducting capacity and dredging demand planning beyond the twenty-year timeframe is included in the language, which would eventually allow for private sector new work. Mr. Ortt stated that the first recommendation involving planning beyond a twenty-year timeframe has been a recommendation for several years and therefore should be rephrased to reflect the progress made thus far and areas still needing to be addressed.

The Outreach and Education Recommendations provide a broader approach for environmental justice efforts, and an additional recommendation was added specific to the CAD project, reflecting the focus on outreach for the project in 2024. Mr. Ortt recommended that communities be highlighted in the third recommendation like the first two recommendations since excellent work is being conducted to increase equitable access to sites for communities in the area.

Mr. Denney stated that the Annual Report should include introductory dredging information and its importance to Maryland and its residents. Similarly, Mr. Denney suggested that the Annual Report define industry terms, such as Neo-Panamax cranes, to clarify for layperson audiences. Mr. Ortt stated that an economic structure analysis of the POB could be included to clarify MPA's purpose for dredging. Ms. Ashley reminded the DMMP Management Committee that the Annual Report is often more technical than other outreach materials since it covers the comprehensive DMMP, however language can be added to address Mr. Denney's recommendations. Mr. Denney suggested that information from Maryland legislation be added to justify why Baltimore Harbor dredged material must be placed locally and explain how that local placement benefits efforts such as IR. Mr. Ortt noticed that the report does not have a significant section or language on climate change and requested that climate change language be incorporated throughout the report.

Ms. Miller stated that once the incorporation of requested revisions is complete, the updated 2023 DMMP Annual Report will be distributed to the DMMP Management Committee for approval prior to being presented to the DMMP Executive Committee. Ms. Gilde requested that additional recommendations and comments be sent to MPA for incorporation by Friday, November 17, 2023. Ms. Gilde reminded the DMMP Management Committee that the 2023 DMMP Annual Meeting will be held December 7, 2023, at MedStar Harbor Hospital with a virtual option.

3.0 U.S. Army Corps of Engineers Report

Mr. Mike Hart, CENAP
Mr. Eric Lindheimer, CENAB

North Atlantic Division – Philadelphia District

Mr. Hart stated that Corman Construction was awarded the bid for the Chesapeake and Delaware Canal maintenance dredging. Dredging was anticipated to start in November 2023 but will now likely begin in December 2023 due to a delay in receiving bonds. The updated timeline will still allow for the work to be completed before the environmental window closes on March 31, 2024.

North Atlantic Division – Baltimore District

Mr. Lindheimer stated that the Federal fiscal year 2023 (FFY23) contracted dredging was completed with dredging taking place between June and September 2023. Approximately 350,000 cubic yards (cy) were dredged from Brewerton Angle and placed at the Cox Creek DMCF and approximately 1.5 million cubic yards (mcy) was dredged from Craig Hill Angle, Brewerton Eastern Extension, and Tolchester Channel and placed at Poplar Island.

For the FFY24 contract, approximately 400,000 cy is expected to be dredged from the Curtis Bay Channel and placed at the Cox Creek DMCF and approximately 1.3 mcy 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 October 31, 2023 and the dredging is anticipated to begin in December 2023.

In the Virginia channels, approximately 1.7 mcy of material will be dredged from York Spit and placed at Wolf Trap Alternate Northern Extension. USACE is 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. USACE anticipates awarding the contract in the middle of 2024, however, the schedule will be based on coordination with the Virginia DEQ.

Mr. Cyran stated that the Seagirt Loop Modification Study, with a three-year duration, is complete. The Chief's Report was signed and submitted to the Assistant Secretary of the Army for Civil Works (ASA). The recommended plan includes completing the channel to its authorized 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 1.9 mcy of material is anticipated to be removed.

Ms. Perkins stated that the next inflow contractor is anticipated to arrive at Poplar Island in December 2023 and begin inflow in January 2024. Work on the Spillway Rehabilitation contract is ongoing and work on the Cell 6 Dike Raising contract will be taking place in FY24.

4.0 Roundtable Discussion and Closing Remarks

Committee Members

Mr. Lindquist stated that on November 9, 2023, the Waterfront Partnership released the annual Healthy Harbor Report Card on water quality in the Baltimore Harbor and announced plans to host a public swim in the Baltimore Harbor in 2024.

5.0 Closing Remarks and Adjourn

Ms. Holly Miller, MPA

Ms. Miller stated that the revised 2023 DMMP Annual Report will be sent to the DMMP Management Committee for approval before the December DMMP Executive Committee meeting.