

**DRAFT FINAL SUMMARY OF THE DREDGED MATERIAL MANAGEMENT PROGRAM  
MANAGEMENT COMMITTEE MEETING  
September 27, 2023, 10:00 AM  
Hybrid Meeting**

***Attendees:***

*Angie Ashley Consulting:* Angie Ashley

*Baltimore Port Alliance (BPA):* Rupert Denney

*Citizens Advisory Committee (CAC):* Adam Lindquist (Chair)

*Council Fire:* George Chmael II

*Maryland Environmental Service (MES):* Marni Dolinar, Claire Spears

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

*Maryland Department of Transportation (MDOT):* John Denniston

*Maryland Port Administration (MPA):* Dave Bibo, Bertrand Djiki, Danielle Fisher, Rachael Gilde, Jennifer Guthrie, Margie Hamby, Katrina Jones, Holly Miller, Rachel Miller, Amanda Peñafiel, Joseph Ross, Darren Swift

*Maryland Pilots:* Eric Nielson

*Rukert Terminals Corporation:* Andrew Gray, Andy Nixon

*University of Maryland Center for Environmental Science (UMCES):* Bill Dennison

*US Army Corps of Engineers, Baltimore District (CENAB):* Trevor Cyran, Doug Greene, Catherine Perkins

*US Army Corps of Engineers, Philadelphia District (CENAP):* Mike Hart

*US Fish and Wildlife Service (FWS):* Robbie Callahan, Genevieve LaRouche

**Action Items:**

- MPA will continue to work on having Tradepoint Atlantic present on the proposed terminal at an upcoming Dredged Material Management Program (DMMP) Management Committee Meeting. *Ongoing*
- The DMMP Management Committee members will provide feedback on the 2023 Annual Report Recommendations by October 4, 2023. *Complete*

**1.0 Convene and Welcome**

**Ms. Holly Miller, MPA**

Meeting materials can be found at the following link: [September 27, 2023 Management Committee Meeting](#). Ms. Miller welcomed attendees and called the meeting to order. The June 28, 2023 meeting summary was distributed to attendees prior to the meeting and Ms. Miller reviewed the status of the action items. Tradepoint Atlantic (TPA) was unavailable to present on the proposed terminal at the September 27, 2023 meeting and will look to present at a future DMMP Management Committee meeting. Ms. Miller requested a motion to approve the June 28, 2023 DMMP Management Committee meeting summary. Mr. Denney motioned, and Mr. Lindquist seconded the motion. The committee approved the September meeting summary without changes.

Ms. Miller introduced Dr. Bill Dennison, Interim President of the University of Maryland Center for Environmental Science (UMCES), who is taking Dr. Peter Goodwin's former position as the liaison from the DMMP Management Committee to the DMMP Executive Committee.

**2.0 The Future of Innovative Reuse**

**Mr. Darren Swift, MPA**

Mr. Swift introduced the new Innovative Reuse (IR) center as the 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 Maryland Port Administration (MPA) in December 2022. The site provides an opportunity for MPA and the IR Program to further long-term, large-scale recovery of dredged material and reclaim capacity. The property has CSX rails and access to Interstate 695, along with the potential for maritime use in the future. The property is 140 acres, with 120 acres developable for IR and maritime use.

Upon purchase, the property was divided into five operable units for remedial activities: 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 with the Upland Area and the Settling Basins remediation occurring first to provide space for IR projects such as installation of geotextile tube (geotube) fields for large-scale dewatering and space to dry and stockpile material for future potential projects. The short-term plan for the Cox Creek STAR Facility is to increase capacity recovery and IR while phased remediation of the property takes place. Stockpile locations have been identified, along with a hauling route between the Cox Creek DMCF and the Cox Creek STAR Facility.

A Master Plan is being drafted for full site development. Mr. Swift stated that multiple scenarios are being considered to determine how private companies could be contracted for large-scale innovative reuse at the Cox Creek STAR Facility. The Cox Creek STAR Facility 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 Cox Creek STAR Facility and are interested in private development of the site.

Mr. Denney inquired about whether information about the Cox Creek STAR Facility could be shared in signage on the adjacent Swan Creek Nature Trail. Ms. Miller stated that the interpretive signage on the trail has information about what can be seen from that vantage point in addition to site and project history, such as Shore Shacks that used to be found at the site. Mr. Ortt asked whether there was a market for dredged material beyond a 35-mile radius considering transportation costs tend to exceed profitability at that distance. Mr. Swift described the investigations related to applications for dredged material beyond a strict radius. Coordination with the State Highway Administration (SHA) is underway to develop a material specification for dredged material and blends. Additionally, there are contracts being planned with Baltimore City on new projects that may expand the current market for dredged material. Mr. Swift shared a unique opportunity to utilize the CSX rail on the Cox Creek STAR Facility with a potential private developer that has a facility in Western Maryland accessible by rail, providing an opportunity to efficiently move material inland. Ms. Miller stated that sediment may not have a market in vast quantities, however, the IR Research & Development (R&D) projects that utilize dredged material do have large markets and are commonly needed products. Market viability is an especially vital component of consideration when awarding IR R&D project contracts and in determining the future reuse applications to take place at the Cox Creek STAR Facility.

### **3.0 U.S. Army Corps of Engineers Report**

**Mr. Mike Hart, CENAP**  
**Mr. Doug Greene, CENAB**  
**Ms. Katie Perkins, CENAB**

#### North Atlantic Division – Philadelphia District

Mr. Hart stated that USACE received a bid from Corman Construction on September 11, 2023 for the Chesapeake and Delaware (C&D) Canal maintenance dredging and anticipates making an award on September 29, 2023. The contractors are to submit schedules within the month of October with work beginning in November. This contract will include the dredging of approximately 500,000 cubic yards

(cy) of material to be placed at the Pearce Creek DMCF. Dredging will occur in the upper Chesapeake as well as the basin in Chesapeake City and a few finger shoals in the C&D Canal itself.

Construction is ongoing at the St. George's Bridge and is anticipated to continue until October of 2024. USACE intends to award a contract for repairs at the Reading Point Bridge, which will go out to bid at the end of federal fiscal year 2024 (FFY24). There are no air gap restrictions anticipated for either project.

#### North Atlantic Division – Baltimore District

Mr. Greene stated that the FFY23 contracted dredging was completed the week of September 18, 2023. Cashman Dredging (Cashman) is currently demobilizing from Paul S. Sarbanes Ecosystem Restoration Project at Poplar Island (Poplar Island). The final after dredge survey is scheduled to take place on September 27, 2023 with Cashman anticipating being fully demobilized by September 29, 2023. Approximately 370,000 cy were dredged from Brewerton Angle and placed at the Cox Creek DMCF and approximately 2,000,000 cy was dredged from Craig Hill Angle, Brewerton Eastern Extension, and the Tolchester Channel and placed at Poplar Island.

For the FFY24 contract, approximately 325,000 cy is expected to be dredged from the Curtis Bay Channel and placed at the Cox Creek DMCF and approximately 360,000 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 sent out on September 18, 2023 and the pre-bid meeting will be held on September 27, 2023 with the anticipated contract award date in November 2023. Dredging will likely take place between December 2023 and March 2024.

In the Virginia channels, approximately 2,000,000 cy of material will be dredged from York Spit and placed at Wolf Trap Alternate Northern Extension Placement Site. Environmental coordination is ongoing. The Federal Consistency Determination was submitted to Virginia Department of Environmental Quality (DEQ) in September 2023 and the targeted placement will be at the Wolf Trap Alternate Placement Site Northern Extension. USACE anticipates that the contract solicitation will take place in early 2024, the contract award will take place in spring 2024, and dredging will take place between April and August 2024.

Ms. Perkins stated that Poplar Island has approximately 35% dredged material capacity remaining. The next inflow is anticipated to take place in the winter of 2023/2024 and material will be placed in expansion cells and at the south end of the island. A slip-line rehabilitation contract is taking place on the older degraded spillway pipes on Poplar Island to ensure the pipes can continue to be used to release water over the next ten years. In FFY24 there will be a final dike raising of Cell 6 up to +30' temporarily in order to accommodate inflow, and Cell 11 will have a base raising.

The Seagirt Loop Channel Deepening 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). Due to increased support for the project, the ASA's office has given approval for USACE to start the preconstruction engineering and design phase. USACE is working with MPA to draft a design agreement before beginning this work.

Construction is ongoing for the Mid-Chesapeake Bay Island Ecosystem Restoration Project. Barren Island Phase 1 construction is 30% complete and construction will continue for approximately one year. Barren Island Phase 2 design is at 65% and the target for releasing the contract is early 2024. The contract

is anticipated to be awarded in the spring 2024. This phase has many dredging and environmental components, along with bird island construction and rock work.

Modeling and design work continues for James Island. The first construction contract award is targeted for the summer of 2025. As planning continues for the island there have been multiple engagements with stakeholders regarding engineering with nature solutions and habitat enhancements.

#### **4.0 Committee Report**

**Mr. Adam Lindquist, CAC**

Mr. Lindquist stated that a DMMP Executive Committee meeting was held on August 21, 2023, at which Mr. Lindquist reported on the DMMP Citizens Advisory Committee's (CAC's) appreciation to MPA for the continued prioritization of stakeholder engagement. Mr. Lindquist highlighted that there have been some reservations regarding the Confined Aquatic Disposal (CAD) pilot project and expressed support for MPA's response to pause the project to re-educate communities about the project and its purpose. On September 27, 2023, the chairs of the various DMMP committees will participate in a tour of Mr. Trash Wheel, which will be holding its tenth anniversary in 2024.

The Baltimore Blueway Master Plan was released at a press conference at the Inner Harbor in August 2023 and was attended by Mayor Brandon Scott who kayaked alongside the head of Outdoor Recreation at the Maryland Department of Natural Resources (DNR). The Baltimore Blueway plan can be accessed on the Baltimore Blueway website at the following link: [Baltimore Blueway Master Plan](#). There is a new fundraising phase to implement some of the Baltimore Blueway plans, including new kayak launches, trail access points, and signage development. Mr. Lindquist stated that a documentary is being developed about efforts towards restoration of the Baltimore Harbor, which is planned to be released in November 2023.

#### **5.0 Harbor Development**

**Ms. Holly Miller, MPA**

Ms. Miller stated that 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 to +50' has also been added to this contract to help manage the site and the water by separating the water side and upland cells. It would also allow for the surplus clay material to be removed from the borrow area for future construction uses.

MPA undertook a new pilot project with Manta Biofuels, which is a Maryland company that was founded by a University of Maryland alumni. Manta Biofuels developed a core technology that would allow for the growth, harvest, and conversion of microalgae into renewable fuels. This technology has applications for water treatment and could be used to remove algae, suspended solids, and dissolved phosphorus from the water. A pilot project was completed in the spring of 2023 which showed an 80% reduction in turbidity, 84% reduction in total suspended solids, and 94% reduction in total phosphorus. Phase 2 of the pilot project will be conducted using different polymers and begin as early as October 2023. Ms. Perkins asked how large the Manta Biofuels pilot project was and how large an area would be treated in the second pilot. Ms. Miller stated that the water will be treated and discharged back into the DMCF to be mixed with the rest of the water. Therefore, the entire DMCF will not be treated, but through the mixing and removal of the particles it will improve the water and add a level of predictability for discharge. The report on the first pilot project can be shared if interested. Ms. Miller also stated that the project is not just exciting because of the removal of the particulates from the discharge water, but that Manta Biofuels is interested in using the removal to make biofuel, which can also be applied at the site to fuel operations.

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 access to the shoreline, three boardwalks, a bridge over a stormwater management swale, and four outdoor classrooms. There will be signage posted around the trail that will include expectations regarding trail use, educational facts, and the site's history. This project was awarded two grants from the Recreational Trails Program (RTP) administered through 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 4th annual Cox Creek Open House will take place on Saturday, October 21, 2023 at the Cox Creek DMCF and will feature unique, family-oriented events such fishing, birding, and Touch-a-Truck.

Masonville is actively receiving inflow and the base dike widening was completed in June 2023, which will serve as the foundation for raising the dikes in the future. The bid for dike raising to +30' was issued with a goal to award the contract by the end of September 2023 and begin construction activities in October or November 2023. It is expected to have a thirty-month construction schedule and the +30' raising is expected to be completed by the spring of 2026. While this takes place, the design of the +42' dike raising will be moving forward as the final planned expansion lift for Masonville. Mr. Ortt asked for clarification as to why Masonville is receiving dredged material from TPA. Ms. Miller stated that the figure reflects maintenance dredged material from TPA rather than new work, which is accepted at the site. The dredged material that MPA is not accepting is TPA's new work dredging related to a proposed container terminal project. MPA does not have the capacity to accept new work dredging project material.

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 Classroom Foundation, and U.S. Fish and Wildlife Service. This project records the migration and breeding patterns of the Baltimore area birds. The first season was completed in spring 2023 and resulted in 571 captured birds of 53 different species. The second season began in August 2023 and will continue through November 2023. Visitors are welcome to observe bird banding activities.

Design of the Masonville Cove Connector (MCC) continues in support of MPA's commitment to the communities that surround the Masonville DMCF to provide safe, convenient, and equitable access to Masonville Cove. Once the project is complete, the MCC will link Masonville Cove with the existing Gwynn Falls Trail and the proposed Baybrook Connector which will add up to twenty miles of multipurpose trails. There were two rounds of federal grant funding received for this project through the Federal Highway Administration Federal Lands Access Program. The project is currently in the 30% design phase which included two traffic studies to inform development of a suite of concepts for trail alignment. Eight concepts have been developed to explore different approaches to constructing the MCC, and stakeholders will provide feedback for consideration by MPA in further project development. Stakeholder outreach is anticipated to begin in September 2023.

The Friends of Hart-Miller Island (HMI) will host a 5-mile race on the island on Saturday, October 21. The event is being sponsored by MPA, MES, DNR Maryland Park Service, and Friends of Maryland State Parks. Registration for the race is open. Mr. Denney asked whether there was going to be

transportation to and from the mainland. Ms. Miller stated that boat transportation will be provided to registrants.

The Supplemental Environmental Assessment for the Barren Island sand borrow area is currently out for public review until October 9, 2023. MPA is coordinating with MDE regarding a modification to the Barren Island Tidal Wetlands License related to the Barren Island sand borrow area. Sandy material is required to replace the foundation materials for some of the rock work that will take place during Barren Island Phase 2. It is also needed for confining structures, as well as the bird islands that will be constructed. There will be a public hearing and poster session about this modification, which will likely be held in November. Outreach is ongoing with local stakeholders. Meetings continue with local watermen during construction to ensure safety. Dr. Dennison requested details about the Barren Island public hearings with the watermen. Ms. Miller stated that the public meetings will likely be held in Dorchester County for the Mid-Bay project and are coordinated with MDE. The hearing is expected to last between 4-5 hours.

The James Island Supplemental Environmental Impact Statement will be ready for public review by spring 2024. On September 11, 2023, the first Mid-Bay Natural and Nature-Based Solutions Workshop was held to discuss engineering with nature features that could be incorporated into the James Island design. Important considerations included upfront costs, long term operational costs, habitat value, and project authorization and constraints. The agencies were asked to coordinate internally to identify recommendations that could be considered for modeling. The Mid-Bay Habitat Development Workgroup discussed these additional ideas at their September 26, 2023 meeting. There will likely be another workshop in the winter to discuss progress and results of the modeling.

## **6.0 2023 DMMP Annual Report**

**Ms. Rachael Gilde, MPA**

Ms. Miller stated that the 2023 DMMP Annual Meeting will be held on December 7, 2023. Additionally, drafting of the 2023 DMMP Annual Report and recommendations is in progress. As a reminder, these recommendations from the Management Committee to the Executive Committee will be used to guide the DMMP and MPA through 2024.

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 committees to maximize the accessibility of the meeting by exploring 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. A survey has been distributed to all committee members and additional feedback is welcome during this meeting.

Ms. Gilde shared information from the 2022 DMMP Annual Meeting as a reference for the Management Committee to consider ways to increase accessibility to the Annual Meeting for committee members and external groups that could benefit from attending. The 2022 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, community collaboration presentation, and a keynote address. Ms. Gilde asked the Committee to review the groups

that were represented at the 2022 Annual Meeting to assess whether any important groups were absent. She also asked for input on whether the time of day that the meeting takes place could be a barrier to participation.

Ms. Gilde shared that there will be an opportunity to collaborate on a topic at the 2023 DMMP Annual Meeting, which will provide a way to share valuable insight through meaningful dialogue with all committees convened. Input was requested on which of three topics would be preferable to discuss with that group, noting that all topics could be used for collaboration at future meetings. 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
- The importance of incorporating nature-based and climate resilient solutions into long-term DMMP project planning, design and operations

Ms. Gilde invited all input from the Committee in addition to ideas provided through the survey distributed prior to the meeting. Ms. Gilde invited committee members to send suggestions they think of in the coming week via email.

Ms. Gilde provided an update on the outline for the DMMP Annual Report and a first draft of recommendations. Input was requested on the organization of the report draft that will be submitted in the coming weeks for consideration. The DMMP Annual Report has been shaped to be in a clean, consumable format that is engaging to all MPA stakeholders, but the target audience is the DMMP Executive Committee. MPA is looking for partnerships to highlight in the Annual Report, such as the Harbor Safety Committee or the Friends of Masonville Cove, along with ways to measure success. Mr. Lindquist asked what groups typically read the Annual Report. Ms. Gilde stated that the DMMP committees are the core audience of the report but that it can also be shared beyond the DMMP committees to interested groups. Ms. Guthrie suggested sending the Annual Report to legislators. Dr. Dennison suggested providing a shortened version of the Annual Report that may be more consumable for those who do not wish to read the report in its entirety. Ms. Gilde stated that there is usually a 2-page summary created to summarize the full DMMP Annual Report that MPA will continue to provide.

Ms. Gilde reviewed the draft of the 2023 DMMP Annual Report recommendations and hosted a discussion with Committee members to shape the recommendations for the DMMP Annual Report. Any additional input should be provided in the shared documents by October 4, 2023 for incorporation into the DMMP Annual Report. In general, the Funding and Policy Recommendations are consistent with those that were included in the 2022 DMMP Annual Report to maintain a high level of support and funding for DMMP projects. Mr. Ortt stated that caution is needed when discussing climate change, referring to a statement in one of the recommendations. Mr. Ortt added that MPA needs to be careful in communicating about coal as there have been recent conversations about coal commerce flowing through the Port of Baltimore (POB). Mr. Denney mentioned that though this topic is not typically addressed at these meetings, it will be helpful to be aware that there has been a general increase in questions on the topic. Mr. Nielson added that because coal is not burned onsite, the emission issue is not a consideration for the terminals. Coal that travels through the POB is mostly sent to Europe because it is a cleaner coal than Indonesian or Australian coal, and therefore not as detrimental as other sources. Mr. Ortt emphasized that the messaging around the topic needs to be approached with caution. Ms. Miller agreed and added that there is a connection between coal and the justification for the continued

maintenance of the channel system. MPA looks at the full picture and coal is an important part of the economics of the Port.

The Planning and Operations Recommendations are similar to last year's recommendations and have been updated to incorporate continuing the expansions of DMCFs and the efforts related to the Cox Creek STAR Facility.

The Outreach and Education recommendations have been updated to cover 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 for the coming year. Outreach and Education recommendations enable transparency and collaboration with the community. Mr. Ortt observed that past projects with the Turner Station Community, were not included in the report and inquired as to why that was the case. Ms. Miller responded that MPA is still active in these communities, but the efforts of the DMMP are not currently connected to the area. Ms. Miller stated that the DMMP Annual Report will focus on current DMMP updates and outreach, however if the Committee is interested in receiving additional MPA updates, this can be arranged for a future meeting. Dr. Dennison suggested highlighting new recommendations or changes to recommendations in the Annual Report as a distinct color, to stand out among the continuing recommendations. Ms. Ashley stated that with feedback provided by October 4, 2023, the final draft of the DMMP Annual Report will be presented at the November meeting.

## **7.0 Roundtable Discussion**

Dr. Dennison stated that the Chesapeake Global Collaboratory Summit will be held on September 28 and 29, 2023 at the Rita Rossi Colwell Center. Participants of the summit will include agency representatives, non-governmental organization foundation representatives, international scientists, UMCES faculty, and students. The launch of an effort to create a Collaboratory of Innovation using the best science possible and creating new approaches will be the central theme of the summit. Some funding was received from the Merrill Family Foundation to support the summit. There will be a summary document distributed after the summit for those who are interested but are unable to attend.

Mr. Denney expressed gratitude towards MPA for including TPA in a future meeting agenda. Given capacity restraints associated with maintenance dredged material, Mr. Denney recommended proactive coordination with private sector terminals if congestion is anticipated in accepting maintenance dredging later in the decade. Proactive planning and communication were emphasized to avoid potential interference in the future. Ms. Miller stated that current projections of federal, state, and private dredging needs do not indicate congestion in accepting maintenance dredged material in that timeframe. Ms. Miller agreed that proactive communication with private sector terminals related to the ability to accept dredged material is highly important and added that though MPA anticipates being able to accept maintenance material on a ten-year timeframe, there may be potential changes in future tipping fees which would be a relevant conversation to engage in with private terminals. Future tipping fees may be impacted by rising costs associated with managing dredged material and related property remediation requirements.

Ms. Perkins stated that USACE is concerned about the Virginia Channels and wants to ensure there is increased consideration of the topic in the upcoming year. Ms. Miller stated that there has been a Virginia Channels Bay Enhancement Work Group (BEWG), and MPA is currently completing a Planning Assistance to the States study to gather information on identified options. Mr. Bibb stated that the Virginia Channels are on MPA's radar and asked Mr. Nixon about when Rukert Terminals dredging



would take place. Mr. Gray stated that he would provide information about dredging to Mr. Bibo in the near future.

**8.0 Closing Remarks and Adjourn**

**Ms. Holly Miller, MPA**

The next DMMP Management Committee meeting is scheduled for November 15, 2023.