

**FINAL SUMMARY OF THE DREDGED MATERIAL MANAGEMENT PROGRAM
MANAGEMENT COMMITTEE MEETING
March 20, 2024, 10:00 AM
Hybrid Meeting**

Attendees:

Angie Ashley Consulting: Angie Ashley
Association of Maryland Pilots: Eric Nielsen
Audubon Mid-Atlantic: Jim Brown, David Curson
Baltimore Port Alliance (BPA): Rupert Denney
Chesapeake Bay Foundation: Doug Myers
Citizens Advisory Committee (CAC): Adam Lindquist (Chair)
Maryland Environmental Service (MES): Marni Dolinar, Claire Spears
Maryland Department of Natural Resources (DNR): Richard Ortt
Maryland Department of Transportation (MDOT): John Denniston, Sandy Hertz
Maryland Geological Survey (MGS): Stephen Van Ryswick
Maryland Port Administration (MPA): Dave Bibo, Bertrand Djiki, Danielle Fisher, Rachael Gilde, Margie Hamby, Katrina Jones, Holly Miller, Rachel Miller, Robert Munroe, Amanda Peñafiel, Joseph Ross, Barbara Rowlett, Darren Swift
National Oceanic and Atmospheric Administration (NOAA) Fisheries Service: David O'Brien
Rukert Terminals Corporation: Andrew Gray
Seneca Park, LLC: Charles Porcari
The Terrapin Institute: Marguerite Whilden
Tradepoint Atlantic: Tom Caso, Peter Haid, Aaron Tomarchio
University of Maryland Center for Environmental Science (UMCES): Bill Dennison, Dave Nemazie
U.S. Army Corps of Engineers, Baltimore District (CENAB): Ian Delwiche, Tyrone Hansboro, Graham McAllister, Katie Perkins
U.S. Army Corps of Engineers, Philadelphia District (CENAP): Mike Hart
U.S. Fish and Wildlife Service (FWS): Robbie Callahan

Action Items:

- MPA will provide information regarding the Masonville Mitigation Package to CBF.
- MPA will provide clarification regarding the delineation of the Operable Units under the Administrative Consent Order at the former Tronox property to the Dredged Material Management Program (DMMP) Management Committee. *Complete*
- MPA will provide additional information regarding the groundwater containment system on the Tronox property to the Maryland DNR and MGS. *Complete*
- U.S. Army Corps of Engineers (USACE) will follow up with Ms. Whilden regarding inquiries related to a citizens group for the Paul S. Sarbanes Ecosystem Restoration Project at Poplar Island (Poplar Island) and the Mid-Chesapeake Bay Island Ecosystem Restoration (Mid-Bay) projects.
- MPA will share the April 17, 2024, invitation for the Mid-Bay Public Event with the DMMP Management Committee. *Complete*

1.0 Convene and Welcome

Ms. Holly Miller, MPA

Meeting materials can be found at the following link: [3/20 Management Committee Meeting](#). Ms. Miller welcomed attendees, called the meeting to order and stated that all action items from the November 15,

2023 DMMP Management Committee meeting are complete. Ms. Miller requested a motion to approve the November 15, 2023, DMMP Management Committee meeting summary; the Committee approved.

Ms. Miller stated that Maryland Port Administration's (MPA) new Executive Director, Mr. Jonathan Daniels, began on February 5, 2024. Mr. Daniels joins MPA with more than thirty years of experience in port and economic development and was previously the chief executive officer (CEO) and port director of Port Everglades in Broward County, Florida.

2.0 Harbor Development Update

Ms. Holly Miller, MPA
Mr. Darren Swift, MPA
Ms. Rachael Gilde, MPA

Ms. Miller stated that the Masonville Dredged Material Containment Facility (DMCF) is currently undergoing an expansion to increase capacity. In early 2023, the Masonville DMCF base dike widening was completed serving as a foundation for future dike raising. Construction is currently underway for the dike raising to +30 feet mean lower low water (MLLW) and is anticipated to be complete by the summer of 2026. MPA is proceeding with the design of the +42 feet MLLW dike raising in parallel with the +30 feet construction with the goal of completing the +42 feet milestone by 2029. Mr. Myers requested information about the mitigation projects affiliated with the Masonville DMCF. Ms. Miller responded that there was an extensive mitigation package for the construction of the Masonville DMCF including tidal wetland mitigation, nontidal mitigation, and shallow water habitat mitigation among other efforts. She stated that MPA will provide information regarding the Masonville Mitigation Package to CBF.

Ms. Miller stated that 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 funding to aid in the design and construction of a shared use path, named the Masonville Cove Connector (MCC), that will link Masonville Cove to adjacent communities and the Gwynn 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 closely with community members and current users of Frankfur Avenue to seek input on how the MCC design can best meet all users' needs. During the first phase of public engagement for the MCC project, a survey was provided in English and Spanish to allow stakeholders the opportunity to contribute meaningful input. Of the 147 survey responses that MPA received, only two responses were in opposition, indicating strong support for the project. Analysis of the survey results, which will inform future project development, is ongoing. Mr. Denney asked whether the survey results in opposition to constructing the MCC were from community members or industry stakeholders. Ms. Miller clarified that surveys were completed anonymously by all stakeholders.

The expansion of the Cox Creek DMCF is ongoing. In 2023, MPA achieved a significant construction milestone by raising the dikes to +60 feet. An Alternatives Analysis to prepare for the next phase, dike raising to +80 feet, began at the end of 2023 and is continuing into 2024. Additionally, in collaboration with the Cox Creek Citizens Oversight Committee (CC COC) and community stakeholders, the Swan Creek Nature Trail (SCNT) was conceived as a community enhancement project, establishing a two-mile trail in the Cox Creek forested conservation easement area. The final design of the SCNT is nearing completion, and construction is planned to commence in the summer of 2024, with the objective of opening to the public in 2025.

Mr. Swift stated that the robust pipeline of innovative reuse (IR) projects is a pivotal factor in defining the need for the Cox Creek Sediment Technology and Reuse (STAR) Facility, which will be Maryland's first center for IR. As the remedial approach at this site is refined, MPA is also incorporating considerations to ensure the site is prepared to accommodate IR. Through a Request for Proposals (RFP) issued by MPA in 2019, seven Research and Development (R&D) contracts were awarded for projects involving diverse uses of dredged material. Five of the seven R&D projects have been completed, showing promising results for potential large-scale implementation of IR. The remaining two R&D projects made meaningful progress in 2023. One of the projects was conducted by CSI Environmental, LLC and demonstrates the feasibility of using dredged material from Cox Creek DMCF dried in geotextile tubes to develop upland and shoreline berms at the Baltimore Gas and Electric (BGE) Spring Gardens facility. MPA is anticipating the results of the CSI Environmental, LLC project to be presented at the May 2024 DMMP Innovative Reuse Committee (IRC) meeting. The University of Maryland is also conducting a project to study the development of vegetated earth berms utilizing Cox Creek dredged material for use in highway embankment projects. Additionally, MPA is reviewing two proposals that were received and anticipates awarding those contracts in 2024. Ms. Hertz asked whether the University of Maryland project was funded through the Federal Highway Administration (FHWA) Climate Challenge. Mr. Swift clarified that the second part of the University of Maryland project will utilize the FHWA Climate Challenge funds because that phase of the project will include a life cycle assessment and environmental product declaration process.

Mr. Swift stated that Comus Sustainable Pozzolan Products (Comus) presented at the February 27, 2024, IRC meeting about their research on using dredged material to make pozzolans, a material that can be blended into Portland cement to improve concrete durability and performance while reducing the amount of Portland cement needed. Comus discovered that the dredged material from the Cox Creek DMCF possesses the properties required to be classified as a natural pozzolan. Comus is still in the early stages of research and has provided MPA with a material sample to confirm their preliminary findings that the dredged material from the Cox Creek DMCF meets the requirements to be considered a natural pozzolan. Comus intends to establish a processing facility with a potential production capacity of 1-2 million tons, where 30-40% of the material being dredged material. MPA is excited to receive continued updates from Comus and to have Comus present at a future IRC meeting.

The Cox Creek STAR Facility, adjacent to the Cox Creek DMCF, was purchased by MPA in December 2022. The property is 140 acres, with 120 acres developable for IR and maritime use. 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 Cox Creek STAR Facility, formerly an industrial property used for titanium dioxide manufacturing, requires remediation before initiating IR operations. MPA is working through an administrative consent order with the previous property owner and the Maryland Department of the Environment (MDE) to guide a ten-year phased remediation process. Upon purchase, the property was divided into five operable units (OU) for remedial activities and the development of Remedial Action Plans (RAP) which are required to be submitted to and approved by MDE before moving forward with remediation activities and, ultimately, site development. The RAP for the Upland OU, Settling Basins OU, and Batch Attack Lagoon OU have been approved. Remediation of the Upland OU and Settling Basins OU will occur first to provide space for large-scale dewatering operations and stockpiling of dewatered dredged material. In the short term, the focus of the Cox Creek STAR Facility is to boost capacity recovery and IR while MPA concurrently proceeds with property remediation.

The Stoney Beach Restoration Project Phase 1 involves the creation of a living shoreline and beach stabilization. MPA will supply approximately 1,200 cubic yards (cy) of material for the project. The

Sampling and Analysis Plan (SAP) is complete, and the material has been classified as MDE Fill and Soil Material Category 1: Residential Unrestricted Use. The information has been submitted to MDE through the project contractor. Additionally, the Race Street project in Baltimore City aims to remediate a wetland area which will require excavation of material and placement of dredged material. MPA is developing the MDE package for the Race Street project so that the project contractors can submit for final approvals through MDE. Both projects are expected to commence construction soon, pending final approvals from MDE. Mr. O'Brien asked what remediation is needed for the material being excavated as a part of the Race Street project. Mr. Swift stated that MPA is only involved in the project related to providing material for the remediation of the wetland area and therefore is not involved in any additional aspect of that project. Mr. Myers inquired about outreach done related to the Stoney Beach Restoration Project to distinguish it from Confined Aquatic Disposal (CAD), noting that community members in the area have recently expressed concerns regarding the proposed CAD pilot project. Mr. Swift clarified that the Stoney Beach Restoration Project is not an MPA project and therefore MPA's only involvement in the project is related to supplying the requested material.

Ms. Gilde provided an update related to the status of the paused CAD pilot project and stated that there has been a shift in focus for the CAD program from initiating a second CAD pilot project to prioritizing CAD outreach efforts to address concerns expressed by regulatory groups and community groups. MPA received initial concerns from regulatory groups through the permitting process of the second CAD pilot in early 2023. MPA began the Joint Permit Application (JPA) process and presented at the February 2023 Joint Evaluation Committee meeting, where MPA received concerns from regulatory agencies regarding the site selection process, site location, potential for hypoxic events, and the need for benthic monitoring. Outreach with community members in early 2023 reflected updates about the JPA process, and new stakeholders previously unaware of the DMMP expressed the need for background information about the DMMP as well as concern about site selection; potential light and noise impacts during construction; ecological impacts; potential human health risks; and safety of residents related to fishing, swimming, and water sports. Progress on the second CAD pilot project was then paused in 2023 to address these concerns and MPA re-engaged the Bay Enhancement Working Group (BEWG) in January, 2024.

The BEWG serves as technical advisors for the development and implementation of dredged material placement activities for the Port of Baltimore (POB) on an ad-hoc basis. The BEWG is composed of technical personnel with expertise relevant to environmental issues in the Chesapeake Bay region, many of whom participated in the JEC. Since the BEWG had not been convened for some time, a kickoff meeting was held in January 2024 to introduce new members; clarify BEWG's evolved mission and purpose; and to provide baseline information about the DMMP so the group could pick up where the previous efforts of the BEWG left off. The BEWG collaboratively updated the membership and mission. Future BEWG meetings will be scheduled with legislative involvement. Dates are anticipated to be finalized in the spring.

In response to community concerns, Senate Bill 353 from Senator Simonaire and House Bill 886 from Delegate Chisholm were submitted to establish a CAD task force to discuss and review the CAD program and make a recommendation on whether to pursue CAD in Maryland. After a careful and diligent review regarding the creation of a task force, MPA found that the DMMP offers an existing, more comprehensive and inclusive engagement framework to accomplish the objectives sought after in Senate Bill 353 and House Bill 886. As such, MPA is working to collaborate on amendments with Senator Simonaire and Delegate Chisholm to move forward with a task force through the BEWG. Currently, future BEWG meetings are on hold until this legislation moves forward. MPA recognizes and

appreciates the engagement and ongoing discussions on CAD facilitated by Senator Simonaire, Delegate Chisholm, and District 31 representatives. Open and transparent communication is the foundation of the DMMP and MPA wants to remain transparent and engaged with community members by providing updates.

Currently, MPA is focused on community engagement aiming to establish relationships with stakeholders and encourage participation in the DMMP outreach program through community presentations, Citizens Advisory Committee (CAC) meetings, a CAD-specific email list for project updates, subscribing to a DMMP-wide newsletter, and more engagement in the future such as an outreach event focused on CAD in 2024. The event will offer a comprehensive update on the program's progress and will provide attendees with the opportunity to develop a deeper understanding of CAD-related topics of interest, complementing the broader discussions at committee meetings. In addition to community engagement efforts, resources are available on the [DMMP website](#), including a program description, fact sheets, and frequently asked questions (FAQs) to support independent learning.

3.0 U.S. Army Corps of Engineers Report

Mr. Mike Hart, CENAP
Mr. Ian Delwiche, CENAB
Mr. Tyrone Hansboro, CENAB
Ms. Katie Perkins, CENAB

North Atlantic Division – Philadelphia District

Mr. Hart stated that the Federal fiscal year 2024 (FFY24) maintenance dredging of the Chesapeake and Delaware Canal is ongoing with approximately ten days remaining before the environmental window closes. Dredging operations are active in the Canal and upper Chesapeake with about 600,000 cy of material expected to be removed from the channel by the end of the dredging period. The contract initially estimated removal of approximately 520,000 cy, however increased shoaling rates have resulted in a higher volume being dredged. Dredging is anticipated to be completed by the end of March 2024 and preparations are underway to issue another contract for the FFY25 dredging, which is expected to commence in October 2024. Construction is ongoing on the St. George's Bridge and work on the Reading Point Bridge is beginning. There are no air gap restrictions anticipated for either project.

North Atlantic Division – Baltimore District

Mr. Delwiche stated that the FFY24 dredging was completed in early March 2024. Approximately 278,377 cy was dredged from the Curtis Bay Channel and placed at Cox Creek DMCF and approximately 1,493,521 cy was dredged from Brewerton Eastern Extension and placed at Poplar Island. In the Virginia channels, approximately 2.6 million cubic yards (mcy) of material will be dredged from York Spit and placed at Wolf Trap Alternate Placement Site Northern Extension. USACE is awaiting a response from the Virginia Department of Environmental Quality (DEQ) regarding the revised Federal Consistency Determination submitted January 30, 2024, requesting winter dredging, a response from which is expected to be received by March 29, 2024.

As the FFY24 dredging is complete, preparation for the FFY25 dredging is underway with the contract anticipated to be awarded in October 2024. Approximately 1.7 mcy is expected to be dredged from Cutoff Angle, Upper Range, Craighill Angle, and Craighill Entrance and placed at Poplar Island. Additionally, about 218,000 cy is estimated to be dredged from Curtis Creek and approximately 333,000 cy is estimated to be dredged from Fort McHenry Channel and placed at the Cox Creek DMCF. The volume of material dredged from the Fort McHenry Channel and placed at Cox Creek DMCF may be reduced based on placement site capacity and federal funding restraints as the cost of dredging increases.

Mr. Hansboro said the design agreement between MPA and USACE for the Seagirt Loop Modification Study is nearing finalization and the design kickoff is expected in June 2024. Once the design kickoff occurs there will be an estimated 18 to 24-month design window after which contracts will be awarded. The project recently received a federal earmark to cover USACE's full design cost. The full design will have a cost share between USACE, 75%, and MPA, 25%.

Ms. Perkins stated that annual inflow for Poplar Island was completed on March 15, 2024 with approximately 1.5 mcy of material placed bringing the total volume of material placed to between 45 and 46 mcy. Poplar Island has an overall capacity of 68 mcy, and the remaining capacity is approximately 34% for the 1,715-acre site. The next inflow is planned to occur from January 2025 through March 2025, which is outside the window of environmental restrictions. Additionally, a spillway rehabilitation contract has concluded, and the contractor demobilized in February 2024. USACE is now preparing for the next major construction contract related to Cell 6 and Cell 11 dike raising. This will be the final dike raising of Cell 6 which will be raised to +30 feet, while Cell 11 will undergo a base bench raising to +15 feet. The construction contract is expected to be awarded in the summer of 2024. Construction is anticipated to start in the fall of 2024 and will proceed for approximately fifteen months.

Construction is ongoing for Barren Island Phase I of the Mid-Bay project and has reached nearly 60% completion with construction anticipated to be complete in the fall of 2024. Barren Island Phase II design documents are nearing 100% completion and final reviews are underway. Barren Island Phase II is targeted to be advertised in May 2024 and awarded in the summer of 2024, with construction anticipated to commence in the fall of 2024. Additionally, the James Island initial design is ongoing. A second Engineering with Nature Workshop was held in March 2024. Discussions and results of the workshop are being reviewed to determine which concepts will proceed to modeling. A Value Engineering Study on the James Island primary design features will occur the week of April 22, 2024.

Ms. Whilden inquired as to why citizens' committees have not been established for the Poplar Island and Mid-Bay projects. Ms. Perkins stated that the Poplar Island and Mid-Bay projects hold public meetings to keep the public informed on project decisions and progress. USACE is the lead agency on these projects and there is a difference in what role a citizen group can hold for a federal project in comparison to a state project. Ms. Perkins stated that Ms. Whilden's inquiry would be considered internally and USACE will follow up with more detailed guidance. Ms. Peñafiel emphasized that several public meetings for the Mid-Bay project have been held to provide project information. The next public meeting is scheduled for April 17, 2024 for the James Island Supplemental Environmental Impact Statement (EIS) and will include an informational session and a formal presentation about the project.

4.0 Tradepoint Atlantic

Mr. Tom Caso, TPA
Mr. Peter Haid, TPA
Mr. Aaron Tomarchio, TPA

Mr. Tomarchio stated that over the past decade, continuous efforts have been aimed at revitalizing the former steel mill site at the Sparrows Point peninsula. Currently, Tradepoint Atlantic (TPA) hosts 51 world-class tenants and has over 13,000 people conducting business daily. About two years ago, TPA was approached by Terminal Investment Limited (TiL), a subsidiary of the Mediterranean Shipping Company, with a proposal to operate and own a container terminal to expand container service. TiL was attracted to Baltimore due to state and federal investments, specifically in expanding the Howard St Tunnel to accommodate double-stacked trains to the Midwest. After negotiations, TPA and TiL formed a joint venture called the Sparrows Point Container Terminal (SPCT). This project represents a significant opportunity for the POB and Maryland's economy. The SPCT is expected to create 1,100

direct jobs and attract \$1 billion in private investment. Notably, this terminal will be entirely privately funded, making it unique.

The SPCT project encompasses 330 acres, with 160 acres designated for the new container terminal and 162 acres for support facilities. This area, formerly part of the steel mill site, was heavily contaminated and therefore the project includes a remedial plan. Once completed, the SPCT will increase Baltimore's container handling capacity by 70%. The Sparrows Point Alliance, comprising business and community leaders, has shown support toward the SPCT project, highlighting its importance. Community engagement has been ongoing, alongside the USACE NEPA process, and a TPA Community Advisory Board in which TPA consults with thirteen surrounding organizations, ensuring transparency and involvement in the project's development.

Mr. Caso stated that the SPCT project includes constructing a new quay wall on the west side of the existing access channel, including a 3000-foot marginal wharf, 120-foot-deep pile-supported platform and served by eight ship-to-shore cranes. The middle portion of the site will feature a 120-acre container yard. Additionally, the site will include an intermodal yard with six rail leads and a 2,900-foot-long rail loading zone operated by rail-mounted gantry cranes. The west side of the site will feature a gate entry complex for road transport. To address environmental concerns and goals for zero emissions, TPA is exploring electrification options for current equipment and planning infrastructure to accommodate future technological advancements. TPA has collaborated with the Association of Maryland Pilots to optimize channel alignment to ensure safe passage for vessels and understanding the dredging needs that come with this optimization. The dredged depth will be fifty feet MLLW to match the depth of adjacent channels.

Dredged material capacity was a significant aspect of consideration for the SPCT project. TPA is anticipating approximately 4.2 mcy of material will be dredged because of the SPCT project, with the aim of finding a comprehensive solution for capacity at the project site. In the dredging application to USACE, the initial proposed action included construction of a 100-acre DMCF facility in the water off the west coast of Coke Point with a 12-foot-tall sand dike. This facility would provide the full capacity needed in a single location to accommodate all dredged material generated by the project. In collaboration with USACE and stakeholders, there was a repeated emphasis on exploring alternatives for managing the dredged material and analyzing feasible options to minimize impacts on aquatic environments.

Mr. Haid stated that the SPCT project is required to follow the comprehensive and robust NEPA permitting process. One aspect of the permitting process required TPA to thoroughly study and assess all potential environmental impacts of the project. One of the most notable challenges highlighted by the study was the creation of 4.2 mcy of dredged material, which posed a considerable obstacle in dredged material management. The construction of a 100-acre DMCF off the west side of Coke Point, as outlined in the permit application, offers several advantages including proximity to the source of the dredged material which reduces transportation impacts. Additionally, the proposed 100-acre DMCF, unlike other options, would be capable of accommodating all the material anticipated to be dredged as a part of the SPCT project. As another advantage, the proposed 100-acre DMCF would cap a contaminated sediment area on the west coast of Coke Point and mitigate up to 90% of that risk.

Mr. Myers asked if the proposed 100-acre DMCF will have the capacity to accommodate future maintenance dredging associated with the SPCT access channel and how much material TPA anticipates this will be. Mr. Haid stated that the proposed 100-acre DMCF may have short-term capacity available.

Mr. Caso added that studies are being conducted to determine the volume of maintenance material the SPCT will generate in the future. Mr. Haid added that TPA is collaborating with entities such as MPA and MDE to thoroughly assess the material that will be generated and identify potential impacts. Mr. O'Brien asked for clarification about the existing access channel depth to understand the generation of 4.2 mcy of material. Mr. Haid stated that the existing depth of the access channel is approximately 42 feet and would need to be dredged to match the 50-foot depth of the adjacent channels. Additionally, widening of the access channel will be needed to allow the SPCT to accommodate larger vessels. Mr. Caso added that, after analysis of the existing depths, locating the berth on the south or west side of Coke Point would generate more than 4.2 mcy of material. Locating the berth on the east side of Coke Point maximizes existing depth where feasible to reduce the volume of dredged material generated.

Mr. Haid stated that both onsite and offsite alternatives for the management of dredged material generated by the SPCT project have undergone comprehensive review involving feedback from USACE and other agencies. Based on a systematic evaluation of each alternative, four realistic dredged material management options were identified. One alternative involves the TPA-owned High Head Industrial Basin located at Sparrows Point. Baltimore City uses the High Head Industrial Basin to hold industrial water from the Back River Wastewater Treatment Plant before discharge; however, plans are in place for the industrial water to bypass the basin soon. The industrial basin has the potential to be converted into a DMCF and accommodate approximately 1.6 mcy of material.

Another dredged material management option involves filling in a coal pier basin and cove along the west side of Coke Point, utilizing the existing topographical containment systems, making it an easier undertaking. This option would require minimal additional construction including construction of dikes along the mouth of the cove and basin. Additionally, the coal pier basin and cove location features some legacy contamination that could be capped as a result of converting the area to a DMCF. This option is expected to accommodate approximately 1.2 mcy of material.

The third option involves offshore ocean placement. TPA is in close coordination with the Environmental Protection Agency (EPA) regarding this process and is conducting careful analysis of the dredged material. Parts of the proposed access channel, specifically closer to Brewerton, may generate material suitable for this option. Lastly, TPA has approached MPA about a fourth option to determine if there is capacity in existing DMCFs to accommodate material generated from the SPCT project. MPA made TPA aware that mission-critical obligations to federal agencies would not be displaced by this request and that any volume made available would be incremental and leftover from those obligations. Mr. Haid expressed sincere gratitude to MPA for considering the request.

Mr. Caso stated that early agency consultation took place in the summer of 2023 with various agencies such as USACE. In December 2023, the Notice of Intent (NOI) was released, and the public scoping period occurred between December 2023 and February 2024 including two public meetings from which feedback was received. Finalization of the 30% design occurred shortly after creating a baseline understanding of what the terminal will entail and providing an assessment of all impacts moving forward toward a draft EIS. The final EIS is targeted to be complete by the end of 2025. Construction is anticipated to commence after finalization of the EIS and last approximately three years concluding in 2028. Resource assessments, including field and desktop studies, are ongoing to comprehend various impacts comprehensively.

5.0 Citizens Advisory Committee Report

Mr. Adam Lindquist, CAC

Mr. Linquist expressed gratitude and appreciation toward MPA for effectively addressing concerns related to the CAD pilot project and conducting a robust community outreach process. The CAC continues to support MPA’s unwavering dedication to community engagement. The decision to pause the CAD pilot project and shift focus to engaging with community stakeholders is admirable and demonstrates MPA’s commitment to collaborative decision-making.

6.0 Roundtable Remarks and Open Discussion

All Members

Mr. Brown announced that the Audubon Mid-Atlantic is leading the “Marshes for Tomorrow” initiative, dedicated to identifying and preserving crucial salt marshes and tidal marshes for wildlife conservation, climate mitigation, and protection of vulnerable communities. The project has recently launched a [new website](#) and brochure, and it has garnered financial support from federal, state, and private sources. Audubon Mid-Atlantic is actively forging with the local communities, federal partners, and other stakeholders to guarantee the project’s success.

7.0 Adjourn

Ms. Holly Miller, MPA

The next DMMP Management Committee meeting is scheduled for June 20, 2024. Ms. Miller announced that MPA will be hosting a collaborative session during the June 20, 2024, DMMP Management Committee meeting. The session’s agenda will include discussions on funding and legislative collaboration opportunities, as well as strategies to increase involvement from non-governmental organizations and environmental groups. This dialogue aims to support MPA in advancing efforts related to one of the funding and policy recommendations outlined in the 2023 DMMP Annual Report.