

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

February 7, 2024, at 6:00 PM – Hybrid Meeting

Cox Creek Operations and Maintenance Complex – 1000 Kembo Rd, Curtis Bay, MD 21226

Attendees:

Anchor QEA: Mark Reemts
Anne Arundel Patapsco River Alliance & Lombardee Beach Community: Thomas Marston
Baltimore County Department of Environmental Protection and Sustainability: David Riter
Blue Water Baltimore: Dan O'Leary
Chesapeake Bay Association: Frank Neighoff
Chesapeake Bay Foundation: Gussie Maguire
Citizens Advisory Committee (CAC): Angie Ashley (Facilitator), Adam Lindquist (Chair)
Cox Creek Citizens Oversight Committee (C O C): Gary Gakenheimer (Chair)
District 31: Delegate Brian Chisholm, Aysia Rodriquez
EcoLogix Group: Steve Pattison
Fort Howard Community: Scott Pappas
Greenland Beach Community: Russell Cardozo
Lombardee Beach Community: Dan Green, Susan Greene
Maryland Environmental Service (MES): Dallas Henson, Robert Natarian, Claire Spears
Maryland Port Administration (MPA): David Bibo, Danielle Fisher, Rachael Gilde, Margie Hamby, Katrina Jones, Holly Miller, Rachel Miller, Darren Swift
Masonville Citizens Advisory Committee (MCAC): Anita Kestel (Chair)
Nabbs Creek: June Galloway, Lisa Wilson
National Aquarium: Laura Bankey
Patapsco Back Rivers Tributary Team: Stuart Stainman
Public: Madison Goundry, Daniel Sass
Restore Rock Creek: John Paul Jendrek
Riviera Beach Community: Mark Donohue, Dawn Hegarty, Tom Kerr, Steven Sass
Rock Creek Community: Greg Sliviak, Ruth Sliviak
Rockview Beach Community: Mike Soucy
Scenic Rivers Land Trust (SRLT): Evann Magee
Stoney Beach Community: John Garofolo
The Terrapin Institute: Marguerite Whilden
Tradepoint Atlantic (TPA): Peter Haid
University of Maryland Center for Environmental Science (UMCES): Elizabeth Price
U.S. Army Corps of Engineers, Baltimore District (CENAB): Ian Delwiche
U.S. Department of the Interior Bureau of Land Management: Jason O'Neal

Action Items:

- MPA will provide the environmental monitoring reports from the initial CAD pilot project to interested community members.
- Ms. Ashley will share links provided in the meeting chat regarding BEWG resources to interested meeting attendees.

1.0 Welcome and Roll

Angie Ashley, CAC Facilitator

Meeting materials can be found at the following link: [CAC 2024 - Google Drive](#). Ms. Ashley began the meeting with introductions and provided information related to the Citizens Advisory Committee (CAC) role in the Dredged Material Management Program (DMMP) and Maryland Port Administration (MPA) projects. The success of the DMMP is attributed to stakeholder involvement through DMMP committees.

2.0 Opening Remarks

Adam Lindquist, CAC Chair

Mr. Lindquist requested a motion to approve the November 8, 2023, CAC meeting summary. Mr. Stainman motioned, Ms. Bankey seconded the motion, and the committee approved the November 8, 2023, meeting summary without changes. Mr. Lindquist welcomed attendees and stated that the role of the CAC is to engage in stakeholder collaboration to establish a DMMP that ensures equitable distribution of benefits, creates opportunities to explore Maryland's natural resources, develops educational and outreach programs for youth and communities, and protects vulnerable communities from disproportionate costs associated with Port of Baltimore (POB) activities.

3.0 2023 DMMP Annual Report Highlights

Holly Miller, MPA

Ms. Miller stated that the 2023 DMMP Annual Meeting was hosted as a hybrid meeting on December 7, 2023. There were 159 attendees, 92 in-person and 67 virtual, representing 79 organizations. This was an increase in attendance from the 2022 DMMP Annual meeting. MPA was encouraged by increased attendance at the 2023 DMMP Annual Meeting and received positive feedback from participants.

MPA works diligently to closely align its statutory mission to stimulate waterborne commerce with enhanced stewardship of natural resources and the health of the Chesapeake Bay and surrounding communities. MPA works collaboratively with stakeholders to identify cost-effective, innovative, and environmentally sound, long-term placement and capacity solutions. For over twenty years, the DMMP has provided a roadmap for these efforts to drive outcomes that provide economic, environmental, and social benefits.

MPA manages the twenty-year dredging demand and placement capacity for channels serving the POB. To support this effort, MPA has developed a comprehensive and formal procedure, referred to as long-range capacity planning, to project dredging needs, available capacity at placement sites that serve specific channel reaches, and identify alternative measures to extend the life of existing placement sites. This planning process assists MPA in determining the necessary timing for new dredged material management options. The current dredged material management solutions for Baltimore Harbor Channels were developed collaboratively through the DMMP committee structure, specifically between the Harbor Team and the Bay Enhancement Workgroup (BEWG) in 2011.

While the current overall capacity has the potential to accommodate the next twenty years of dredging needs, there are near-term pinch points in the current plan for the Baltimore Harbor channel segments while the existing DMCFs, Cox Creek and Masonville, undergo expansion activities to increase capacity and MPA is working to implement capacity recovery efforts through innovative reuse (IR). Estimates indicate that IR will be critical in optimizing placement site capacity, ensuring MPA can accommodate projected dredging needs within the twenty-year planning period. Continued planning and accelerating material recovery schedules are essential to maintain sufficient capacity beyond the twenty-year mark. To maximize capacity, facilities must be diligently managed, adhere to project construction schedules, incorporate capacity recovery and dewatering strategies, and explore alternative dredged material

management solutions. The timing of dredging needs and available capacity is critical, and challenges may arise if funding is unavailable for capacity-generating projects when needed.

The robust pipeline of IR Research and Development (R&D) 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 also continued to progress the R&D projects in 2023 to establish plans for future utilization, ensuring the site is prepared to accommodate IR. Through a Request for Proposals (RFP) issued by MPA in 2019, seven 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. MPA is anticipating the results of the CSI Environmental, LLC project to be presented at the May 2024 Innovative Reuse Committee (IRC) meeting. Additionally, MPA is reviewing two proposals that were received and anticipates awarding those contracts in 2024.

In response to an inquiry from Mr. Garofolo regarding the categorization of the dredged material used in the IR R&D projects, Ms. Miller stated that the IR R&D projects used Category 2: Non-Residential Restricted Use material. Mr. Swift elaborated that in 2017 the Maryland Department of the Environment (MDE) released the [Innovative Reuse and Beneficial Use of Dredged Material Guidance Document](#) and associated [Fill Material and Soil Management Document](#). This guidance established categories based on end uses of fill material, which includes dry dredged material. Category 1 dredged material has unrestricted use and can be used in all environments including residential settings. Category 2 dredged material has slightly more restrictions than Category 1 dredged material and can be used in non-residential settings. Category 3 dredged material must be capped, and Category 4 dredged material is ineligible for reuse. Category 4 dredged material has not been seen over the last few decades. All dredged material in the Cox Creek dredged material containment facility (DMCF) tested to date has been classified as Category 2, which is representative of material in Baltimore Harbor channels. Category 1 may be attainable for this material through methods such as blending.

Ms. Miller stated that the expansion of the Cox Creek DMCF is ongoing and, in 2023, MPA achieved a significant construction milestone by raising the dikes to +60 feet. This accomplishment contributes to MPA's ability to fulfill its twenty-year planning mandate. A feasibility study to prepare for the next phase, dike raising to +80, began at the end of 2023. The Cox Creek Citizens Oversight Committee (C O C) continues to offer valuable input regarding facility operations and recommendations for minimizing potential impacts on local communities and natural resources. In collaboration with the Cox Creek C O C and community stakeholders, the Swan Creek Nature Trail (SCNT) has been 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 the trail to the public by 2025.

The Masonville 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 and is anticipated to be complete by the summer of 2026. The goal is to raise the dikes to +42 feet by 2029. Planning for the Masonville Cove Connector (MCC), a shared use path that will restore access to the waterfront for communities surrounding the Masonville DMCF, is underway. Concepts have been shared publicly with stakeholders to obtain feedback that will inform future project development. All feedback has been received and is being considered. Final design is anticipated in early 2025, followed by construction.

The successes of 2023 were built upon years of thoughtful planning, partnerships, and investments. The DMMP is proud of the advancements made in creating opportunities for engagement, education, recreation, employment, and stewardship for the people of Maryland. The tangible results of thoughtful capital investments, innovating technological solutions, and implementing forward-looking ideas are visible at multiple sites and throughout the DMMP. MPA, in collaboration with the DMMP Management Committee and DMMP Executive Committee, crafted forward-looking recommendations categorized into Funding & Policy; Planning & Operations; and Outreach & Education.

The Funding & Policy Recommendations underscore collaboration, partnerships, and enhanced climate resilience planning. Emphasizing collaboration is crucial to securing funding for DMMP-related greenhouse gas emissions reduction projects at the state and federal levels to meet Maryland's target of 60% reduction by 2031 and net zero by 2045. The Planning & Operations Recommendations include detailed considerations for climate resilience, equitable access, continued DMCF expansions, and Cox Creek STAR Facility initiatives. Emphasis is placed on advancing IR and capacity recovery, recognizing the challenge of planning beyond the twenty-year timeframe to facilitate long-term dredged material management options. The Outreach & Education Recommendations center on enhancing transparency and collaboration with DMMP stakeholders, emphasizing environmental justice efforts. Additionally, a recommendation is tailored to the Confined Aquatic Disposal (CAD) project, highlighting the intensified outreach focus for 2024.

4.0 U.S. Army Corps of Engineers Report

Ian Delwiche, CENAB

Mr. Delwiche stated that the federal fiscal year 2024 (FFY24) Baltimore Harbor Maryland approach contract dredging is underway. The contractor completed dredging of the Curtis Bay Channel in December 2023, placing approximately 325,000 cubic yards (cy) of material at the Cox Creek DMCF. Dredging the Brewerton Eastern Extension has begun with approximately 1.3 million cubic yards (mcy) of material anticipated to be beneficially used at Poplar Island.

For the FFY24 Baltimore Harbor Virginia approach channels, the dredging of approximately 2 mcy of material from York Spit with placement at Wolf Trap Alternate Placement Site Northern Extension (WTAPSNE) has been delayed. Approval was received for summer 2024 dredging from the Virginia Department of Environmental Quality (DEQ) in June 2023; however, this has been delayed due to increased environmental considerations related to open water placement of the material. Given that the open water placement is planned for Virginia waters, environmental coordination is ongoing with Virginia DEQ regarding placement impacts to overwintering crab populations. A revised Federal Consistency Determination was submitted to the Virginia DEQ on January 30, 2024, to request winter dredging and placement at WTAPSNE. Barring further delays, the contract award is anticipated for September 2024 with dredging to begin in the winter of 2024. If the revised schedule is met, shipping to the POB should not be impacted.

Planning for FFY25 Baltimore Harbor Maryland approach contract dredging is underway. Approximately 200,000 cy is expected to be dredged from Fort McHenry Channel and placed at the Cox Creek DMCF. Between 1 and 2 mcy of material, depending on shoaling, is anticipated to be dredged from Craighill Entrance, Craighill Angle, Craighill Upper Range, and Cutoff Angle and placed at Poplar Island. The channel priorities were developed with Maryland Pilots. Every year, different channels are dredged based on how fast the channels fill in, which varies based on location. Contract documents are being prepared and the contract is anticipated to be awarded in October 2024

The Seagirt Loop Channel, Maryland Feasibility Study (Seagirt Loop Modification) to evaluate relieving the terminal's bottleneck and enabling more efficient vessel movement was completed ahead of schedule in 2023. 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 its authorized dimension, 50-foot depth and 760-foot average width, with additional widening at bends to ensure safe navigation. As a result of the Seagirt Loop Modification Study being completed ahead of schedule and under budget, in August 2023, the ASA's office provided approval for USACE to initiate the preconstruction, engineering, and design phase utilizing the remaining budget. Congressional authorization for the project is pending, and USACE is working with MPA on a Design Agreement. In response to an inquiry from Mr. Stainman regarding Congress' involvement in the approval and funding for the Seagirt Loop Modification Study, Mr. Delwiche stated that, first, funding for a feasibility study is obtained followed by execution of that feasibility study. Once complete, a benefit to cost ratio is developed and analyzed to determine if there is federal interest for the project to proceed. If there is federal interest, a Chief's Report is submitted to the ASA's office for review and transmission to the Office of Management and Budget and then the U.S. Congress for inclusion in the Water Resources Development Act (WRDA), thereby authorizing the project and ideally providing partial project funding.

Regarding the Mid-Chesapeake Bay Islands Ecosystem Restoration (Mid-Bay) Project, Phase I of Barren Island construction is making progress and is approaching 50% completion and is anticipated to be complete in fall 2024. Phase II of Barren Island is approaching final design and will involve dredging in the Honga River, with material placed at Barren Island. This contract is likely to be awarded in spring 2024. Modeling and design work for James Island is underway, and the first contract is expected to be awarded in summer 2025.

5.0 Status of Paused Confined Aquatic Disposal Pilot Project

Rachael Gilde, MPA

Ms. Gilde emphasized that the CAD program has been paused and is not in an implementation phase. CAD is a dredged material placement method successfully implemented in other ports where dredged material is placed in an underwater depression rather than in a placement facility on land. Through pilot projects, MPA is investigating whether CAD is a dredged material management method feasible for Baltimore Harbor maintenance dredged material in the future. Feasibility considerations include cost effectiveness, human and environmental health and safety, and benefits to the state.

Ms. Gilde reviewed the development of a CAD cell and details of the associated sediment layers. First, a location is identified with a high concentration of sand, which can be reused in various projects such as dike raising, construction projects, and shoreline restoration. The silt and clay above the sand is considered overburden material, which is removed in advance of creating the CAD cell and placed in a DMCF. Next, a depression is excavated in the sand layer and maintenance material from federal navigation channels would then be placed within the excavated CAD cell. The clay layer below the excavated cell assists with confinement of the dredged material placed into the CAD cell. Mr. Greene inquired if the soft silts and clays removed in the creation of the CAD cell are replaced once placement of maintenance material occurs. Ms. Gilde explained that those soft silts and clays would naturally fill back in once placement occurs; material removed to create the CAD cell would be placed in a DMCF or reused.

CAD is being investigated for the management of Harbor Channel material, which is managed separately from Bay Channel material. Dredged material from the Baltimore Harbor is required by Maryland State Law to be maintained and managed within the Baltimore Harbor. Per statute, the Baltimore Harbor is

defined as the area westward of Rock Point in Pasadena and North Point in Baltimore County. Rules related to dredging are enforced by USACE and the Environmental Protection Agency (EPA). For the POB, USACE participates directly in managing dredging of federal navigation channels, and the EPA laws are enforced through MDE.

Upland placement sites, such as Masonville DMCF and Cox Creek DMCF, are the traditional method of dredged material placement in Maryland. When the expansion projects are completed as planned, MPA will have 20 years of maintenance dredged material placement capacity, however MPA is exploring other dredged material management techniques to extend the life of the DMCFs to support the rolling 20-year plan. Multiple methods are being explored to meet that need, one of which is the CAD program. MPA owns the Masonville DMCF and the Cox Creek DMCF, both of which are currently undergoing expansion. Masonville DMCF is in South Baltimore and will be converted into additional terminal space for roll-on roll-off cargo when filled with dredged material. Cox Creek DMCF is in Anne Arundel County and the intention is to extend the life of the facility as long as possible through the IR program. In these highly urbanized areas, large tracks of land for new DMCFs are not available.

Mr. Donohue asked why MPA is exploring CAD as a new dredged material management method when there are existing management techniques that are effective. Mr. Swift stated that CAD is not a new method in development and has been used since the 1980s in ports across the nation and Europe. The CAD cells located in Boston Harbor are in residential areas like the proposed location of the second CAD pilot cell in Baltimore Harbor. Ms. Whilden followed up with an inquiry regarding why CAD is necessary if MPA has planned for a twenty-year period. Ms. Miller clarified that the commitment is for a rolling twenty years therefore, MPA must continue to think about what is next regarding managing dredged material and investigate alternative dredged material management options.

Ms. Gilde stated that in 2011, the Harbor Team recommended that MPA consider a pilot study to determine if CAD is feasible in Baltimore Harbor. In 2012, a technical team including MPA, the state agency responsible for overall dredged material management for Maryland; Maryland Environmental Service (MES), providing technical support for project implementation; and Anchor QEA, a long-standing technical consultant for MPA with nationwide dredging and CAD expertise, was assembled. The first pilot cell was constructed in September 2016 adjacent to the Masonville DMCF and Masonville Marine Terminal Berth 3.

A permit from MDE and the Maryland Board of Public Works (BPW) is required for projects conducted in tidal waters. As a part of the permit, a Tidal Wetlands License is recommended by MDE and issued by Maryland BPW and a Water Quality Certification is approved by USACE and issued by MDE. Additionally, a permit from USACE is required for any dredging or filling in tidal waters. To develop the permits, projects may go before the Joint Evaluation (JE) Committee for informal regulatory feedback intended to help guide an applicant toward submitting a complete application. The JE Committee includes representatives from MDE, USACE, Maryland BPW, Maryland Critical Area Commission, Maryland Department of Natural Resources (DNR), EPA, U.S. Fish and Wildlife Service (USFWS), and the National Oceanic and Atmospheric Administration (NOAA). A public comment period is a mandatory part of the application review process, allowing input and questions from the public before permits are awarded. The application includes data gathered to support project design and address regulators' concerns regarding impacts. The application also requires proof of notification of adjacent property owners and elected officials. Once issued, each license has monitoring and reporting requirements to ensure the project remains in compliance.

The initial CAD pilot project in the Baltimore Harbor successfully obtained permits, including a public notice in 2014, a Tidal Wetlands License in 2015, and a Water Quality Certification in 2016. Extensive environmental monitoring before, during, and after placement allowed MDE to determine that the material was effectively confined with low environmental impact. In response to an inquiry from Mr. Donohue regarding environmental monitoring associated with the initial pilot project, Ms. Gilde stated that Anchor QEA was contracted to complete the environmental monitoring for the initial CAD pilot project, which included sediment testing and water quality monitoring. All resulting data was submitted as a report to MDE. Mr. Reemts added that the environmental monitoring focused on understanding the contents of the material being placed in the CAD pilot cell and if there was any risk related to leaching both during and after placement. The environmental monitoring determined that the material placed in the CAD pilot cell did not have any harmful leachate during placement, , and no long-term leaching is occurring now that the material is placed. Monitoring occurred for two years after the initial CAD pilot cell was filled to determine that the material was successfully confined.

Mr. Sass stated that since the initial CAD pilot cell was in a vessel berth, which is mostly protected from current, there may not be a full understanding of impact of currents on a CAD pilot cell in open water. Ms. Gilde emphasized the importance of a second CAD pilot project is to determine if a different location that is more exposed to currents and other elements will yield similar findings. Mr. Garofolo asked what the result would be if the second CAD pilot project is deemed unsuccessful. Ms. Miller responded that extensive engineering and assessments occur before any pilot project moves to an implementation phase that provides MPA insight into whether the pilot project could be successful. Mr. Reemts added that part of the permitting process involves demonstrating to the permitting agencies that the project can be executed successfully, including providing evidence that the material can be contained and placed safely.

In response to an inquiry by Mr. Garofolo regarding the distinction between a pilot CAD cell and an operational CAD cell, Ms. Miller stated that at this time MPA is not at a point in the project where a definitive difference can be identified between a pilot CAD cell and an operational CAD cell, however, the cells may differ in cell size or monitoring requirements and regulations. Mr. Garofolo asked for clarification regarding the timing of an operational CAD cell if the second CAD pilot project is deemed successful. Ms. Gilde responded that the timing would depend on the outcome of the second CAD pilot project.

Ms. Gilde stated that the initial CAD pilot project was successfully completed in 2017, after which it was determined that a second CAD pilot project would be necessary to determine whether other locations could yield successful placement. The second CAD pilot project would evaluate different site conditions that may influence other locations within the Baltimore Harbor region; operate a larger capacity cell with the potential for multi-use or multiple cells within an established area; and determine cost-effectiveness. The location of the CAD cell must meet specific requirements to be considered. Sediment that is removed to create the cell must have a minimum percentage of sand to aid in the material's reuse and ensure the project's cost-effectiveness. In response to a question from Mr. Greene, Ms. Gilde explained that the term multi-use CAD cell refers to the concept that material placed into the CAD cell may settle and consolidate over time potentially allowing for additional material to be placed in the cell.

Ms. Gilde stated that the permitting process for the second CAD pilot project was initiated in 2018 with site investigations to inform design. MPA then used the design to develop an application with supporting data and held a pre-application meeting with MDE. In early 2023, MPA began the Joint Permit Application

(JPA) process concurrently with public outreach. MPA then received concerns from regulatory agencies regarding the site selection process, site location, potential for hypoxic events, and need for benthic monitoring. Similarly, citizen concerns arose regarding 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. The permitting process for the second CAD pilot project was then paused in 2023 to address these concerns.

In response to community concerns, Senate Bill 353 was submitted to establish a CAD task force to discuss and review the CAD program and recommend whether to pursue CAD in Maryland. After a careful and diligent review regarding the task force's creation, MPA finds that the DMMP offers an existing, more comprehensive, and inclusive engagement framework to accomplish the objectives sought in Senate Bill 353. As such, MPA is working to collaborate on amendments with Senator Simonaire to move forward with a task force through the DMMP BEWG. This would allow thorough investigation by the BEWG with reporting and review by the DMMP Executive Committee. 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 the 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. In response to Ms. Whilden's question on MPA support for Senate Bill 353, MPA supports Senate Bill 353 with amendments, and the concept of a task force so that all interested citizens can participate and engage in discussions surrounding CAD.

Ms. Gilde provided background and context on the DMMP, including the BEWG and Executive Committee. In 2001, the Maryland General Assembly enacted the Dredged Material Management Act (DMMA) that established the DMMP and the Executive Committee to ensure that federal navigation channels in the Chesapeake Bay and Baltimore Harbor remain open for waterborne commerce. The DMMP committees make recommendations to the Executive Committee as a part of a continuous long-term strategic plan for dredged material management, including any proposed changes to the plan. The planning structure of the DMMP leverages a series of stakeholder advisory committees that assist in the implementation of the DMMP and relies heavily on coordination with regulatory agencies, engineers and environmental interest groups, industry partners, institutions of higher learning, non-government organizations, and stakeholder engagement with communities and other interested citizens. The BEWG serves as technical advisors for developing and implementing dredged material placement activities for the POB on an ad-hoc basis. The BEWG is composed of technical personnel with expertise relevant to environmental issues in the Chesapeake Bay region. Participants represent resource management and regulatory agencies at the federal and state levels, local governments, and stakeholder groups, including environmental interest groups, watermen, and communities. In 2001, the BEWG was convened to provide technical input for study needs to assess various dredged material management options and develop a shortlist of options for both Chesapeake Bay Channels and Harbor Channels. In 2011, the focus of BEWG shifted to develop factsheets to aid in ranking of placement options for Harbor Channels to support the Harbor Team recommendations for the twenty-year dredged material management plan. At this point, MPA began investigating CAD at the recommendation of the Harbor Team and BEWG. In 2017, MPA notified BEWG members that the Draft MDE Innovative Reuse and Beneficial Use of Dredged Material Guidance Document and Technical Screening Criteria for Dredged Material were available for public comment and encouraged the group to provide feedback.

Mr. Sass asked what category the material is that is being placed in the CAD pilot cell and why the material is unable to be used elsewhere. Mr. Swift emphasized that Category 3 material will not be placed in the CAD pilot cell and that the material being placed in the CAD pilot cell is maintenance dredged material, which has been Category 2 to date. Mr. Garofolo expressed concern that the CAD cell will inevitably expand to fill the entire 220 acres that was outlined as the study area for the second CAD pilot cell. Ms. Miller emphasized that it is not inevitable that the CAD cell will encompass the entire 220 acres. The concept must first be studied to ensure that CAD is a scientifically sound option before large-scale implementation is considered for large-scale implementation.

6.0 Round Table Remarks & Open Discussion

Committee Members, MPA

Ms. Ashley thanked the attendees for their open dialogue and conversation and encouraged attendees to attend future meetings and stay involved.