SUMMARY OF THE DREDGED MATERIAL MANAGEMENT PROGRAM CITIZENS' ADVISORY COMMITTEE MEETING
February 19, 2025, at 5:30 PM – Virtual Meeting

Attendees:

Audobon Mid-Atlantic: Jim Brown
Blue Water Baltimore: Alice Volpitta
Chesapeake Bay Association, Inc.: 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)
Eco Educational Design: Anthony Frank
EcoLogix Group: Steve Pattison
Hart-Miller Island C O C: Paul Brylske (Chair)
Kent Conservation, Inc.: Doug West
Maryland Environmental Service (MES): Claire Spears
Maryland Port Administration (MPA): David Bibo, Rachael Gilde, Katrina Jones, Holly Miller, Kelvin Moulden, Darren Swift, Nathan Thompson
Marylanders Grow Oysters: Carl Treff
Masonville CAC: Anita Kestel (Chair)
National Aquarium: Laura Bankey, Charmaine Dahlenburg
North Point Peninsula Council: Francis Taylor
Patapsco Back Rivers Tributary Team: Stuart Stainman
Ports America Chesapeake: Bennett Creighton
Riveria Beach Community: Chuck Thompson
Rock Creek Community: Ruth Sliviak
Sustainable Energy and Climate Action Plan (SECAP): Russell Donnelly
Stoney Beach Community: John Garofolo
The Terrapin Institute: Marguerite Whilden
The Resilience Authority of Annapolis and Anne Arundel County: Gabe Cohee
Tradepoint Atlantic (TPA): Peter Haid
Trees for the Planet: Peter Forbes
Turner Station Conservation Team: Gloria Nelson
University of Maryland Center for Environmental Science (UMCES): Elizabeth Price
U.S. Army Corps of Engineers, Baltimore District (CENAB): Jo Ann Grundy

Action Items:

- Ms. Ashley will connect Ms. Whilden with TPA staff. (complete)
- MPA will compile the engagement session feedback and share the results at the next CAC meeting.
- Mr. Swift will follow up with Ms. Sliviak and Mr. Garofolo to provide additional information on the application of Innovative Reuse and Beneficial Use Guidance Document/Fill and Soil Material. (complete)

1.0 Welcome and Roll Call **Angie Ashley, CAC Facilitator**

Meeting materials are at the following link: CAC 2025 - Google Drive. Ms. Ashley began the meeting with introductions and updates on membership. New members were introduced, including Mr. Bennett Creighton from Ports America Chesapeake, Mr. Jim Brown from Audubon Mid-

Atlantic, and Mr. Gabe Cohee from the Resilience Authority of Annapolis and Anne Arundel County.

2.0 Opening Remarks **Adam Lindquist, CAC Chair**

Mr. Lindquist welcomed the new CAC members and requested a motion to approve the September 25, 2024, CAC meeting summary. The Committee approved the meeting summary without changes.

3.0 Announcements **Holly Miller, MPA**

Ms. Miller announced that the Office of Harbor Development was recently changed to the Office of Navigation, Innovation, and Stewardship (NIS) to better reflect the mission of ensuring safe passage for cargo vessels, maintaining navigation channels, and supporting environmental stewardship in the Chesapeake Bay

On December 6, 2024, MPA held its Dredged Material Management Program (DMMP) Annual Meeting. Thanks were extended to all who were able to attend and MPA looks forward to sharing more exciting updates at the 2025 DMMP Annual Meeting. The meeting featured a stakeholder panel discussion including three panelists representing navigation, innovation, and stewardship respectively with Maryland Port Commissioner Karenthia Barber serving as the moderator. Mr. Bennett Creighton from Ports America Chesapeake represented navigation, Mr. Miguel Lambert from Repurpose Aggregates represented innovation, and Ms. Nichole Werre from Severna Park Middle School represented stewardship. The 2024 DMMP Annual Meeting had the largest in-person attendance in recent years with 120 attendees representing 65 organizations, a 30% increase over 2023. Online attendance was lower than in previous years, which was expected as MPA prioritized in-person participation. The 2024 DMMP Annual Report is now available and can be accessed through the file share folder or on the Maryland DMMP website.

Ms. Miller updated the Committee that Mr. Kelvin Moulden has joined NIS as the new Chief of Innovative Reuse, Strategy, and Partnerships, Mr. Nathan Thompson has joined as the new Environmental Compliance Manager, and Ms. Rachel Miller is the new Budgets and Contracts Manager.

4.0 Dredged Material Capacity Planning **Darren Swift, MPA**

Mr. Swift stated that MPA was established in 1956 with the mission to stimulate the flow of waterborne commerce through the state of Maryland in a manner that benefits the citizens of the State. In service of that mission, NIS is responsible for maintaining the POB's channels in partnership with the U.S. Army Corps of Engineers (USACE) by ensuring sufficient long-term placement capacity and managing dredged material. This work is rooted in the 2001 Dredged Material Management Act (DMMA) that established the DMMP.

Maryland's DMMP includes a rolling twenty-year plan that outlines the projected demand for dredged material, describes the need to regularly remove sediment from the POB's shipping channels, and identifies adequate placement capacity and/or alternative management solutions for dredged material. Mr. Swift explained how MPA has developed a comprehensive and formal procedure, referred to as long-range capacity planning, which identifies the twenty-year dredging

demand and available placement capacity to assist with project dredging needs, the available capacities of placement sites serving those channels, and alternative measures to extend the life of existing placement sites. MPA partners with USACE to maintain the 150 nautical miles of channels across Virginia, Maryland, and Delaware that serve as a marine highway linking the POB to the world. The Northern Approach Channel is maintained at a depth of 35 feet, which meets the needs of many commercial vessels. The 50-foot-deep channel starts in Virginia waters and ends in Baltimore Harbor, Maryland.

Mr. Swift pointed out that to maintain the shipping channels in the Chesapeake Bay, Baltimore Harbor, and the C&D Canal every year, nearly five million cubic yards (mcy) of sediment are dredged from these channels and anchorages.This annual maintenance dredging activity is enough to fill up Ravens Stadium twice. Over 20 years, the approximate total projected dredging demand is nearly 100 mcy, with a more specific estimation placed at 96.5 mcy.

The Maryland Chesapeake Bay Channel segments require a total capacity of 42.3 mcy over 20 years, with the Paul S. Sarbanes Ecosystem Restoration Project at Poplar Island (Poplar Island) and the Mid-Chesapeake Bay Island Ecosystem Restoration (Mid-Bay) Project serving as primary placement sites. After inflow this winter, Poplar Island will have approximately 26 mcy of capacity remaining, which is currently projected to last through 2035. Since this is insufficient to meet long-term dredging needs, the Mid-Bay Project must proceed on schedule to ensure the capacity needed to place 42.3 mcy of dredged material over the next 20 years.

Once Poplar Island reaches capacity, the Mid-Bay Project will accept the annual maintenance dredged material from the Maryland Chesapeake Bay Channel segment. Upon completion of Poplar Island, the Mid-Bay Project will accommodate an estimated 90 to 95 mcy of dredged sediment, providing placement capacity for more than 30 years.

Material dredged from the Baltimore Harbor Channels is only 23% of the total or 22.5 mcy. Baltimore Harbor Channel material is defined by Maryland law as material to the northwest, or inside, of the North Point – Rock Point Line and that material must be placed in a confined manner in this region. However, when monitoring sediment quality, localized sediment quality tends to be similar within and beyond the North Point – Rock Point Line. While discussions within the committees continue about removing this line, Chesapeake Bay Channel material is still federally authorized to be placed only at designated sites such as Poplar Island or Mid-Bay when available.

The active placement sites that receive material dredged from the Baltimore Harbor Channels are the Masonville Dredged Material Containment Facility (DMCF) and the Cox Creek DMCF, both of which are undergoing expansion projects to increase capacity.

The dike raising at the Masonville DMCF to an elevation of +30 feet is 50% complete and slated for completion ahead of schedule, likely by the end of 2025. The final elevation of +42 feet will result in the site gaining 2.2 mcy of additional capacity, bringing the total site capacity to 10.4 mcy. At the Cox Creek DMCF, MPA completed the construction by raising the upland dike, perimeter dike, and cross dike to +60 feet in 2024. This will increase the overall capacity to 14.7 mcy. The feasibility study for the next expansion phase, raising to +80 feet, is complete, and MPA

has solicited design proposals. Construction is expected to begin in fiscal year (FY) 2030 and will add 6.2 mcy of capacity to the project, bringing the total capacity to 20.9 mcy.

With a projected need of 22.5 mcy over 20 years, the planned expansions at the Masonville DMCF and the Cox Creek DMCF nearly meet the requirement. Therefore, to meet the mandated mission, MPA is looking for innovative solutions. When innovative reuse (IR) and beneficial use (B U) are considered in capacity planning, there is improvement as IRBU projects will remove or divert material from the DMCFs resulting in regained capacity. IR is the use of dredged material in the development or manufacturing of commercial, industrial, horticultural, agricultural, or other products. B U is the use of dredged material for the restoration of underwater grasses, island restoration, stabilization or eroding shorelines, and the creation or restoration of wetlands.

MPA has acquired property adjacent to the Cox Creek DMCF for the purpose of furthering long-term capacity recovery efforts through large-scale IR of dredged material. The Cox Creek Sediment Technology and Reuse (STAR) Facility will help in the capacity and demand planning beyond a twenty-year time frame. A short-term goal being considered is a pilot study for dewatering dredged material using geotextile tubes (geotubes). For a long-term goal related to the Cox Creek STAR Facility, MPA is issuing a Request for Information for the IR of dredged material to address large-scale IR of dredged material, informing site development and preliminarily identifying potential IR processes that could take place on the site. Respondents will be asked to provide detailed information regarding proposed operations, implementation, scale, production rates, and cost and time frame for development and implementation.

Phased remediation and site preparation activities will allow dredged material processing to begin at the Cox Creek STAR Facility in FY26, the start of a five-year scale-up period during which the Cox Creek STAR Facility will process gradually increasing volumes of dredged material. To implement a full-scale IRBU Program, MPA is currently reviewing and revising the IRBU Strategy with the Innovative Reuse Committee (IRC).

Ms. Sliviak asked how capacity planning takes into consideration TPA's dredging project. Ms. Miller emphasized that MPA's primary mission is maintaining existing navigation channels, with most capacity planning focused on maintenance dredging rather than new work projects. While some new projects, such as the Seagirt Loop Channel, are included in MPA's projections, maintenance dredging placement remains the priority. Discussions have taken place to determine MPA's ability to accommodate a portion of TPA's project within the twenty-year rolling plan. Mr. Haid added that TPA will primarily manage its dredged material through offshore placement or on-site DMCFs at Sparrows Point. TPA recognizes that MPA's mission-critical needs take precedence. Mr. Haid expressed appreciation for MPA's transparency and for the capacity that has been made available.

Mr. Taylor asked, regarding TPA material placement offshore, whether federal regulations override Maryland's requirement for confinement and, if so, whether the requirement should still be addressed. Mr. Haid stated that the offshore placement of dredged material by TPA is subject to the Environmental Protection Agency's (EPA) rigorous offshore disposal program, which includes extensive testing, analysis, and evaluation. Some of TPA's material, particularly near the

Brewerton Channel, meets the EPA's requirements for offshore disposal at the Norfolk Ocean Disposal Site (NODS) and since it is located outside of Maryland and Virginia's waters, it falls under federal jurisdiction, governed by EPA regulations rather than state law. This means that while Maryland law applies to material managed within the state, material transported to NODS must comply with federal disposal standards instead.

Ms. Whilden asked for more details regarding TPA's dredging project. Ms. Miller stated that while MPA cannot speak on behalf of TPA, MPA is providing 1.25 mcy of capacity and that TPA is holding public meetings that can be attended. Mr. Haid added that there is detailed information on the quantities and quality of dredged material, along with an Environmental Impact Statement (EIS), on the Sparrows Point Container Terminal (SPCT) website (https://www.spctmd.com/).

Mr. Swift continued with the third objective of the DMMP rolling twenty-year plan, identifying alternative measures to extend the life of existing placement sites. This means MPA needs to continue working on optimizing capacity and must explore new dredged material management techniques. MPA will need to continue to identify innovative solutions and planning processes to have sufficient dredged material placement capacity beyond the rolling twenty-year planning period (currently FY44).

The DMMA not only established the DMMP, but it also prioritized dredged material management options in the following hierarchy, which informs program and capacity planning:

1. IRBU (implementation underway)
2. Upland sites and other environmentally sound confined capacity
3. Expansion of existing facilities (implementation underway)
4. Other options to meet long-term placement needs excluding redeposition in an unconfined manner

With the limited dredged material placement capacity and a scarcity of vacant land for sale around Baltimore Harbor, in 2011 at the recommendation of the Harbor Team, MPA began exploring Confined Aquatic Disposal (CAD). In CAD, dredged material is placed in a depression underwater rather than in a placement facility on land. CAD was being investigated specifically for managing maintenance material dredged from the Baltimore Harbor Channels when pinch points arise, such as construction delays at the DMCFs. MPA completed one successful CAD pilot project but the proposed second CAD pilot project in Baltimore Harbor has been paused due to concerns raised by community members and regulatory agencies.

Another alternative placement method MPA is exploring is direct inflow into geotubes. This method involves placing dredged material directly into geotubes, bypassing traditional DMCF placement. Later this year, approximately 200,000 cy of dredged material from the Colgate Creek project will be placed in geotubes at the Cox Creek DMCF for drying rather than placed in a Baltimore Harbor DMCF. Once the water drains from the geotubes and the material is dry, it can be innovatively reused or beneficially used.

Long-range capacity planning is complex and continuous. MPA encourages stakeholders to remain engaged in this process as MPA works toward long-term solutions.

Ms. Kestel asked how the geotubes get loaded and transported and what is the end use. Mr. Swift stated there is no plan to move the material while it is still within the geotubes. The material will be dried in place, with moisture content monitored throughout the process. Once the appropriate moisture level is reached, the geotubes will be cut open, and the dried material will be removed and stockpiled. From there, the material can be transported using standard road vehicles, such as dump trucks, rather than relocating the material within the geotubes themselves.

Mr. Frank asked how long it takes for the material to dry. Mr. Swift stated that the previous project using smaller geotubes demonstrated that the material could dry sufficiently for transport within approximately 30 days. However, MPA is planning a pilot project to scale up this process using larger tubes. Literature suggests that, depending on the type of flocculants or polymers used, drying times could be reduced to around 30 to 45 days for the larger tubes, but further testing is needed to confirm.

Ms. Kestel asked if using geotubes as a device to restore eroded beaches has ever been considered. Mr. Swift stated that it is a normal practice for beach dunes. The CSI Environmental project was similar since the geotubes were used as a shoreline structure for flooding protection.

5.0 C A D Subcommittee Progress and Lessons Learned **Rachael Gilde, MPA**

Ms. Gilde stated that one of the recommendations in the 2024 DMMP Annual Report was to implement the comprehensive outreach and engagement strategy developed to focus on CAD in Baltimore Harbor and the importance of investigating emerging dredged material management approaches. This includes the initiation of the Bay Enhancement Working Group (BEWG) CAD Subcommittee focused on further evaluating the concept of CAD.

Established under the BEWG, the CAD Subcommittee is tasked with exploring technical aspects of a second CAD pilot project, including environmental impacts and benefits, location selection, associated regulations, and socioeconomic benefits and effects. Membership included BEWG members with relevant expertise as well as community representatives and elected officials from the area. The report generated will guide MPA decisions about additional studies to conduct prior to developing a permit application tied to a proposed location for a second pilot if MPA were to proceed.

The CAD Subcommittee successfully convened four times in 2024 and twice so far in 2025. These meetings reviewed and discussed the following key topics:

- An overview of MPA's dredging and placement needs, long-range capacity planning, and a status update on the IRBU Program
- A review of the 2016 C A D Pilot Project's scope, timeline, site selection rationale, permitting process, studies conducted, and outcomes that led to identifying the need for a second pilot project
- Site selection process for a subsequent pilot project
- Identification of future topics and speakers for the CAD Subcommittee to consider, such as contingency planning, gathering community input, and the consensus process
- Compilation of community input

During the course of these meetings, the Maryland General Assembly session began, and MPA became aware of the introduction of Senate Bill 168, the Environmental Justice in CAD Act to prohibit the Maryland Department of the Environment (MDE) from processing or making any recommendation to the Board of Public Works (BPW) regarding an application for constructing a CAD project within five miles of residential overburdened communities. It would also prevent the BPW from approving such projects in these areas. Recent news coverage of the bill mistakenly claimed that hazardous material would be contained in a CAD cell. MPA reminds stakeholders that none of the material would meet the definition of hazardous material. Any sediment considered for a CAD cell would have to pass the same screening criteria as the sediment managed at the Cox Creek and Masonville DMCFs.

The CAD Subcommittee heard presentations by community members, reviewed a summary of feedback related to CAD since June 2023, and received 121 distinct questions and concerns. The CAD Subcommittee developed nine categories to organize input and determine its applicability to the CAD Subcommittee's objectives.

In addition to engaging with stakeholders through the CAD Subcommittee, MPA also embarked on a robust outreach and engagement program to inform and solicit community feedback about CAD and to raise awareness and foster community engagement by providing timely project information in easily accessible, interactive forums. Five small group briefings were held throughout 2024, introducing CAD to regulators and elected officials while addressing technical questions, reaching over 150 participants. MPA also leveraged its existing nine stakeholder oversight and advisory committees, ensuring transparency through regular updates and responsiveness to community and environmental groups. These efforts facilitated valuable discussions, built new relationships, and opened pathways for mutually beneficial outcomes while assessing CAD as a dredged material management option.

Over the past year, MPA developed a range of communication tools to improve outreach and information sharing. This included the creation of the CAD Bulletin (a newsletter), enhancements to the CAD webpage, a CAD factsheet and a Frequently Asked Questions document. MPA is expanding its engagement efforts in 2025 to ensure it can reach more people, create opportunities for more dialogue, and incorporate feedback into the planning process as it continues to explore CAD as an innovative solution to dredged material management.

Based on these lessons learned, MPA's next steps include sustaining and deepening stakeholder engagement in the DMMP, finalizing and broadly sharing the CAD Subcommittee report, building new resources and engagement tools, and maintaining existing relationships and reaching new audiences.

There are various types of stakeholder engagement embedded in the DMMP, ranging from informing people about the program and projects to deeper levels of involvement. When possible, MPA works to collaborate with or empower DMMP stakeholders where participants listen, debate ideas, and sometimes make recommendations, with the formation and implementation of the CAD Subcommittee as a prime example.

Ms. Gilde introduced a collaborative session to seek advice from current CAC members on identifying key topic areas for impactful communications and how to best raise awareness of dredging issues.Meeting attendees were split into small groups and were requested to provide input in response to two prompts:

1. What do you wish you knew when you joined this committee or first started working with us?
2. What suggestions do you have on how to raise awareness of dredging issues and get people excited about dredged material management?

Ms. Gilde thanked attendees for their participation in the collaborative exercise and for providing valuable input. MPA will compile and present the results at a future meeting and use the feedback in 2025 engagement planning.

6.0 U.S. Army Corps of Engineers Report **Jo Ann Grundy, USACE**

Ms. Grundy stated that, for the Baltimore Harbor and Virginia Approach Channels, 2.6 mcy of material is anticipated to be dredged from York Spit and placed at the Wolf Trap Alternate Placement Site Northern Extension. Dredging is anticipated to begin in late March 2025 and continue through July 2025. The contractor will be assessed liquidated damages past the contract's required completion date. Efforts are now underway to minimize environmental impacts.

The Baltimore Harbor and Maryland Approach Channels project is currently extremely active. Work is ongoing at the Cutoff Angle, with different sections designated for dredging in the 2025 dredge cycle, including the Curtis Creek, Fort McHenry Channel, Cutoff Angle, Upper Range, Craighill Angle, and Craighill Entrance. Material dredged from Curtis Creek and Fort McHenry Channel will be placed at the Cox Creek DMCF, while all other dredged material will be placed at Poplar Island. Dredging in the Fort McHenry Channel began on December 8, 2024, with current work taking place in the Cutoff Angle before proceeding south toward Poplar Island. The contract completion date is currently March 31, 2025. When dredging Curtis Creek, which had not been dredged in over 20 years, the contractor encountered significant debris and unexpected hard clay, slowing operations. The confined space in Curtis Creek also created operational challenges.

The Seagirt Loop Modification Project recommended plan is to deepen and widen the West Seagirt Branch Channel to -50 mean lower low water (MLLW). A design agreement was executed on September 26, 2024. The Preconstruction, Engineering, and Design (PED) phase began on October 15, 2024. Geotechnical, soil sampling, and cultural survey site investigations have been completed. The 30% Design Documentation Report is expected to be completed on June 27, 2025.

At Poplar Island, the total capacity is 68 mcy. Dike raising for Cells 6 and 11 dike began February 3, 2025, and construction is planned through October 2025. Dredged material inflow at Poplar began in January 2025 and inflow is expected to continue through March 2025 with an anticipated inflow volume of 1.8 mcy.

Construction of the Mid-Bay Project Barren Island Phase I was completed in October 2024. The contract for Barren Island Phase 2 was awarded August 12, 2024, and the contractor began work

on January 27, 2025. Design for James Island is underway, with the first set of plans and specifications under development. The first construction contract is expected to be awarded in the fourth quarter of FY25, pending funding. Mr. Brylske asked whether the political climate will impact funding for these projects. Ms. Grundy stated that for now, there are no changes. Since these projects directly tie into the POB and national security, it is not likely to change much, however, nothing is guaranteed.

7.0 Roundtable Remarks **DMMP Committee Chairs**

Masonville CAC

Ms. Kestel stated that the next Masonville CAC meeting will be held on March 4, 2025, and asked for an update on the Masonville Cove Connector (MCC) project. Mr. Moulden stated that discussions are ongoing with the Federal Highway Administration regarding the next round of Federal Lands Access Program (FLAP) reporting. Efforts are also underway to apply for the next round of FLAP funding, with the application deadline approaching, and the team is finalizing a concept for the design. A meeting took place with Baltimore City to coordinate efforts as Baltimore City has a sewer line project in the same area, and the timing of some construction on the MCC would be contingent on the completion of that project, as well as the reconfiguration of I-895.

Cox Creek C O C

Mr. Gakenheimer stated that the next Cox Creek C O C meeting will be held on April 23, 2025. The 2024 Cox Creek Open House in October had approximately 200 attendees and the event included the Swan Creek Nature Trail (SCNT) Groundbreaking Ceremony. Mr. Gakenheimer requested that a timetable detailing both short-term and long-term plans for the Cox Creek STAR Facility be provided. Mr. Gakenheimer asked whether there may be potential impacts on Cox Creek DMCF work related to the Francis Scott Key Bridge rebuild effort. Ms. Miller confirmed there will be no impact on the Cox Creek DMCF.

Hart-Miller Island C O C

Mr. Brylske stated that, regarding the Hart-Miller Island State Park, significant maintenance and replacements are underway, particularly regarding decking. Regarding the Friends of Hart-Miller Island, efforts are ongoing to improve signage and planning of another fundraiser. A major focus has been on conducting a strengths, weaknesses, opportunities, and threats (SWOT) analysis to prepare for efforts related to the North Cell. The goal is to ensure clarity that the North Cell is not part of the Hart-Miller Island State Park and to use the SWOT analysis to support efforts to close the site. This will be a key topic in the upcoming Hart-Miller Island C O C meeting, alongside monitoring discussions.

8.0 Open Discussion & Adjourn **All Members**

Ms. Ashley thanked the attendees for their participation and stated that the next CAC meeting will be held on May 21, 2025.