SUMMARY OF THE DREDGED MATERIAL MANAGEMENT PROGRAM
CITIZENS' ADVISORY COMMITTEE MEETING
Middle Branch Fitness and Wellness Center – 201 Reedbird Ave, Baltimore, MD 21225
May 21, 2025, at 5:30 PM –Hybrid Meeting

Attendees:
Arcadis: Bert Buell
Audubon Mid-Atlantic: Jim Brown
Baltimore County Department of Environmental Protection and Sustainability: David Riter
Baltimore County Department of Planning: Jazmin Kimble
Chesapeake Bay Association, Inc.: Frank Neighoff
Citizens Advisory Committee (CAC): Angie Ashley (Facilitator)
Cox Creek Citizens Oversight Committee (C O C): Gary Gakenheimer (Chair)
EcoLogix Group: Steve Pattison
Hart-Miller Island C O C: Paul Brylske (Chair)
Kent Conservation and Preservation Alliance: Doug West
Living Classrooms Foundation (LCF): Lorraine Warnick
Maryland Environmental Service (MES): Claire Spears
Maryland Port Administration (MPA): David Bibo, Danielle Fisher, Rachael Gilde, Katrina Jones, Holly Miller, Kelvin Moulden, Darren Swift
Maryland Transportation Authority: Melissa Bogdan, Briana McEachern, Jim Harkness
Marylanders Grow Oysters: Carl Treff
Masonville CAC: Anita Kestel (Chair)
Patapsco Back Rivers Tributary Team: Stuart Stainman
Resilience Authority of Annapolis and Anne Arundel County: Matthew Fleming, Ben Lewis
Rock Creek Community: Ruth Sliviak
Rock Creek Racing Association: Daniel Sheer
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

Action Items:
- MPA will share details regarding the Turner Station outreach event with the CAC via email. *Complete*
- Mr. Harkness will connect with Ms. Sliviak regarding Key Bridge Rebuild project impacts and considerations.

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 membership updates. On behalf of Mr. Adam Lindquist, Chair of the CAC, Ms. Ashley requested a motion to approve the February 19, 2025, CAC meeting summary. The Committee accepted the meeting summary without changes.

2.0 Announcements **Holly Miller, MPA**
Ms. Miller reported that the +30 feet dike raising at the Masonville Dredged Material Containment Facility (DMCF) is underway, one of the planned expansions at the site. The dike raising activity is approximately 85% complete. The project is ahead of schedule, expected to be completed eight to ten months earlier than anticipated.

The Mid-Chesapeake Bay Island Ecosystem Restoration (Mid-Bay) Project is ongoing, with Phase 1 construction of Barren Island completed and Phase 2 underway. Barren Island Phase 2 will span a three-year construction window, having started in fall 2024 and is expected to finish by fall 2027. A significant milestone for the Mid-Bay Project was the recent allocation of $71.9 million in the U.S. Army Corps of Engineers (USACE) Federal Fiscal Year (FFY) 2025 Work Plan to advance construction of James Island, expected to start in early 2026.

On May 1, 2025, the MPA outreach team partnered with the BPA to host its seventh annual Hiring and Career Expo at the Community College of Baltimore County's Dundalk Campus. There was participation from 43 private sector and government agency employers, and attendance from over 300 job seekers.

Ms. Miller announced the continuation of the Masonville Cove Links WildSTEM Internship Program for a fourth year in partnership with The Links Incorporated and Brown Advisory. This internship engages young people in conservation-related career opportunities, allowing them to interact with staff from MPA, the National Aquarium (NA), the U.S. Fish and Wildlife Service (USFWS), and LCF. The new cohort of interns is scheduled to start on June 30, 2025.

This summer, MPA will be hosting two Youth Birding Week programs at the Port of Baltimore (POB) for the fourth year. Led by MPA's environmental education team and other birding leaders, youth will experience a five-day immersive and hands-on birding program. Participants will use citizen science tools to identify and catalog bird species by taking field trips to Port's dredging facilities and learning about local bird populations, habitats, and ways that habitat can be restored to support bird survival. The program is funded largely by the Chesapeake Bay Trust and the Maryland Ornithological Society.

The Turner Station Conservation Team invited MPA to do a "Dredging 101" presentation to answer questions and address concerns and misunderstandings about dredging, tentatively titled "Get the Scoop on Dredging: What Marylanders Need to Know About Dredging." This event takes place June 30, 2025, from 6:00 PM to 7:30 PM at the Sollers Point Multi-Purpose Center. It will be conducted in an open house style with various stations covering topics such as sediment quality and testing, Hart-Miller Island, innovative reuse and beneficial use, and connecting with the POB, along with other stations if necessary.

3.0 Confined Aquatic Disposal (CAD) Darren Swift, MPA

Mr. Swift stated that the MPA has a twenty-year rolling plan related to capacity planning. The Baltimore Harbor Channels account for about 23% of the dredged material managed in the entire program, representing the largest capacity challenge. To address this, MPA is exploring all available tools and options to ensure sustainable capacity for at least twenty years and beyond.

Legislation introduced in the 2024 Maryland General Assembly to create a CAD task force was unsuccessful; however, MPA remained committed to the creation of a CAD task force and modeled the subcommittee using that legislation as a guide. Established under the Bay Enhancement Working Group (BEWG), the CAD Subcommittee was tasked with exploring technical aspects of a second CAD pilot project, including environmental impacts and benefits, potential locations, 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. During these meetings, MPA became aware of Senate Bill 168

which was passed by both chambers of the 2025 Maryland General Assembly. The legislation aimed 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 the alteration of any tidal wetland or water of the State submitted to construct a CAD cell from June 1, 2025, to May 31, 2029. This bill also prohibits BPW from approving such an application within the same time frame. With the introduction of this bill, the work of the CAD Subcommittee continued as it did not impact the focus, goals, or mission of the Subcommittee. While the bill passed both chambers, it was not signed into law.

The CAD Subcommittee successfully convened four times in 2024 and three times 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 Innovative Reuse (IR) and Beneficial Use (B U) 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
- Hydrodynamics
- Report process and metric scoring

The final CAD Subcommittee meeting was held on March 13, 2025. Based on the preceding meetings and the scoring of metrics provided at the last two meetings, a final report was compiled, drafted, and submitted to the CAD Subcommittee for review on April 26, 2025. Each member of the CAD Subcommittee was provided a copy of the draft report as well as a collaborative document to coordinate with fellow members on comments and feedback.

The final report reviews the CAD Subcommittee process; scoring of environmental and human health attributes associated with a potential CAD pilot project; and outlines next steps for determining the feasibility of a potential future CAD pilot project. The report does not recommend future CAD pilot project specifics and does not outline specific studies to advance CAD.

To further support the CAD Subcommittee members in reviewing the final report, two "drop-in" report review sessions were held to allow Subcommittee members to provide any comments or feedback to be further discussed. All feedback will be incorporated and the report updated by June 2, 2025.

The draft report will first be presented to the BEWG on June 6, 2025, for approval. If approved, the report will be presented to the DMMP Management Committee on June 18, 2025, followed by the DMMP Executive Committee on August 18, 2025, for acceptance. Once these approvals and acceptances are received, the report will be presented to the CAC for review and will be made public, including on the DMMP website.

Mr. Garofolo inquired as to when the public comment period would occur for the draft report. Mr. Swift responded that the report will not undergo a public comment period and clarified that public comment was never a part of the report process. Mr Swift explained that if a CAD pilot project is planned/proposed and permits are sought in the future, a public comment period would then occur. Ms. Ashley added that all Subcommittee members had a chance to review the draft report, and members of the public had the opportunity to present information to the Subcommittee to be captured in the report. Mr. Treff requested confirmation that all relevant input would be included in the final report. Mr. Swift confirmed that comments received to date, including letters from health authorities and community members, are included.

4.0 Collaborative Session **Rachael Gilde, MPA**

Ms. Gilde stated that MPA held a collaborative session at the February 19, 2025, CAC meeting. The session focused on new approaches to sustain and deepen stakeholder engagement in the DMMP; explore new resources and engagement tools; and maintain existing relationships and reach new audiences. Goals for this continued collaboration include identifying key topic areas for impactful communications and gathering recommendations on how to best raise awareness of dredging issues and get people excited about dredged material management.

During the initial collaborative session, participants were divided into small groups to address two prompts:

- What do you wish you knew when you joined this committee or first started working with us?
  During the initial collaborative session, participants shared that they wished they had known more about the long-term scope of the program, including the twenty-year planning process and the roles of the various agencies involved in dredging. They also expressed a desire for clearer distinctions between Baltimore Harbor and Chesapeake Bay material, and between maintenance and new work dredging. Greater insights into stakeholder involvement, the function and pride of DMMP committees, and Maryland's leadership in dredged material management were also noted as important. Early communication of IR and B U was encouraged.

- What suggestions do you have on how to raise awareness of dredging issues and get people excited about dredged material management?
  During the initial collaborative session, participants recommended increasing grassroots-level outreach and education, emphasizing the value of dredged material as a resource, and providing reassurance about proper handling practices. Engaging younger audiences and reducing the use of technical jargon were also encouraged. Suggested methods included integrating dredging topics into school curricula, partnering with local community associations and elected officials, and using visual tools such as videos and hands-on sediment testing demonstrations. Participants noted that public enthusiasm is more likely when connected to a broader understanding of the POB's role, though some felt the public has limited influence on the process overall.

Ms. Gilde asked whether there were any additional responses to the first prompt. The following responses were provided by participants:

- Number and locations of MPA sites
- Explanation of the current and future uses of the DMCF sites
- Address misconceptions regarding the differentiation of sediment quality
- Visualization of the dredging process and material handling
- Explanation of the different dredging methods (mechanical vs. hydraulic)
- How placement sites for dredged material are selected
- How to advocate for new placement sites and B U projects
- Explanation of the dredged material handling process, from dredging to placement to potential reuse
- Defining toxic, contaminants, hazardous, and other applicable terms
- Highlighting goals and accomplishments of individual DMCF sites and the associated committees
- Clarification of DMMP committee structure, roles, responsibilities, engagement, and communication processes
- A historical overview and timeline of past and current placement sites, including lessons learned and how those inform current and future practices

Ms. Gilde reminded participants that there are various types of stakeholder engagement embedded in the DMMP. MPA is always focused on informing people about the program and projects. Often, MPA seeks consultation from stakeholders through polls, surveys, and dialogue during committee meetings. MPA works to involve stakeholders more deeply when applicable and often collaborates with stakeholders through DMMP committees. When possible, MPA empowers stakeholders to make recommendations, like what was done with the formation and implementation of the CAD Subcommittee. However, due to laws, policies, or other factors, there may not be an opportunity for external stakeholders to influence some aspects of the program, but there are always opportunities for learning and awareness. As a stakeholder becomes more educated about the program, they can more effectively collaborate with MPA and the DMMP.

5.0 Roundtable Remarks **DMMP Committee Chairs**

Hart-Miller Island C O C

Mr. Brylske stated that at the March 11, 2025, Hart-Miller Island C O C meeting, an annual monitoring report from 2024 was presented, confirming that algae levels remain within normal limits. Repairs on the personnel pier are expected to be completed by July 2025. Discussions are ongoing regarding alternatives to the recommended Option D for the completion of the cell and habitat maintenance, with a meeting between the Maryland Department of Natural Resources (DNR) and MPA scheduled for July 15, 2025. A break in programming, particularly for hiking and biking, was noted due to the resignation of the on-site ranger and hiring challenges. While regular programming has been disrupted, there are efforts to revive biking and hiking activities, possibly with support from community volunteers. Installation of new wildlife educational signage is underway, in collaboration with Baltimore County. The island officially reopened for the season on May 1, 2025.

Cox Creek C O C

Mr. Gakenheimer announced that the Cox Creek C O C has had several additional appointments since the last meeting. The next Cox Creek C O C meetings will take place on July 23, 2025, and October 22, 2025. The annual Cox Creek Open House is scheduled for October 18, 2025. Construction of the Swan Creek Nature Trail has been delayed until fall due to wildlife

considerations and additional review requirements associated with the grant received to fund a portion of the trail.

Masonville CAC

Ms. Kestel stated that the Masonville CAC has a new facilitator, Dr. Mamie Parker, who has brought fresh energy to the meetings, including the use of breakout groups to brainstorm ideas and increase engagement. One of the key initiatives is the development of the Friends of Masonville Cove group, and there is potential for a partnership with the Friends of Hart-Miller Island to jointly secure funding for a coordinator to support the group. Additional infrastructure improvements are underway at Masonville DMCF and Masonville Cove, including raising the elevation of the dike and coordination with the Canton Kayak Club to improve access and visibility for paddlers. The Masonville Cove Connector project is in progress and involves alignment with ongoing city and state initiatives in the area. Mr. Brylske added that the Hart-Miller Island COC partnered with Masonville Cove on the National Fish and Wildlife Foundation Chesapeake WILD Grant proposal, which would fund strategic planning efforts for both Hart-Miller Island and Masonville Cove if awarded.

6.0 Key Bridge Rebuild **Jim Harkness, MDTA**

Ms. Bogdan stated that MDTA has been working towards creating awareness and providing updates regarding the Key Bridge Rebuild project. Information is available at www.keybridgerebuild.com and the Facebook page.

Mr. Harkness explained that the Key Bridge Rebuild project is currently MDTA's highest priority among its various ongoing projects. Following the collapse of the Francis Scott Key Bridge, Governor Wes Moore identified four response directives:

- Give closure to the families *(achieved promptly during the recovery process)*
- Clear the channel and fully open vessel traffic to the POB *(accomplished within eleven weeks)*
- Legislation in the Maryland General Assembly to support workers *(relevant legislation passed during the 2024 session)*
- Rebuild the Francis Scott Key Bridge *(an ongoing responsibility assigned to MDTA and its partners at the Federal Highway Administration (FWHA))*

A timeline for expediting the safe and efficient reconstruction of the Francis Scott Key Bridge was presented, beginning with its collapse on March 26, 2024. After the Dali struck the bridge, crews were immediately mobilized in coordination with the U.S. Coast Guard, U.S. Army Corps of Engineers (USACE), Baltimore City, Baltimore County, Anne Arundel County, and other state and federal agencies. In April 2024, an emergency procurement enabled the MDTA contractor to clear the ancillary channels and to process bridge debris removed from the Patapsco River. In May 2024, MDTA issued a Progressive Design-Build (PDB) Request for Proposal (RFP), seeking a partner to provide design services and potentially construction. This contract was structured in phases, with Phase I covering pre-construction design and Phase II focused on construction. The May 2024 RFP was specifically for Phase I design services.

In July of 2024, a second RFP was released for a general engineering consultant (GEC). On July 23, 2024, four months after the collapse, the project received National Environmental Policy Act (NEPA) approval, with FWHA signing off on a categorical exclusion. In August 2024, MDTA approved the PDB award to Kiewit Infrastructure for Phase I services with exclusive rights to negotiate for Phase II. In early September 2024, a third RFP was released for construction

management and inspection (CMI) services, intended to provide quality assurance and quality control during construction activities. In January 2025, MDTA awarded contracts for CMI support related to the Key Bridge Rebuild project, with related activities beginning in early February 2025.

Since the project operates under emergency relief provisions and a NEPA categorical exclusion, the design had to comply with both roadway and vessel industry standards. The new bridge is being constructed on the same alignment as the previous structure. The new bridge must accommodate POB needs, which required port studies to obtain permits from the U.S. Coast Guard. The remaining portions of the previous bridge are unsuitable for reuse and are scheduled for demolition. Additionally, there are both bridge design and aesthetic considerations.

To advance design and construction, MDTA held an industry forum and conducted an advertisement for proposals in May 2024. In June 2024, MDTA began community updates and stakeholder engagement. Planning was completed in mid to late summer of 2024, and the PDB contract was awarded. Design work began in the fall of 2024 with the start of pre-construction activities, and the GEC and CMI contracts were awarded in the winter of 2024/2025. Moving into the spring of 2025, data collection and analysis occurred. Demolition of the remaining bridge structure is planned to start in the summer of 2025, followed by the start of construction.

On February 4, 2025, Governor Moore announced the design of the new bridge, confirming it as a cable-stayed bridge. The new bridge will restore the previous configuration of two 12-foot lanes in each direction, supplemented by 10-foot-wide outside shoulders and 4-foot-wide inside shoulders. The design aims for a service lifespan of 100 years. A rendering of the bridge shows a classic cable-stayed design featuring two main pylons and approach piers spanning the navigational channel.

Compared to the former steel arch continuous truss suspended roadway bridge, the new bridge offers significant improvements. Vertical clearance above the water has increased from 185 feet to approximately 230 feet to meet U.S. Coast Guard requirements for an 800-foot-wide navigation channel. The total bridge length extends from 1.7 miles to just over 2 miles, an increase necessary to maintain appropriate roadway approach grades while achieving the new clearance standards. This extension remains within the existing right-of-way. The new pylons rise over 600 feet, significantly taller than the previous arch truss height of 358 feet. The distance between the main piers has increased from just over 1,200 feet to nearly 1,600 feet, improving safety for vessels and meeting updated design standards. These design enhancements ensure the bridge meets Interstate standards, including shoulder width, barrier heights, and vessel safety requirements. With a main span length increasing from 2,600 feet to over 3,300 feet, the Francis Scott Key Bridge will be among the longest cable-stayed bridges in North America, ranking as the second longest cable-stayed bridge on the continent and the largest structure in the state.

Pre-construction includes environmental and permitting efforts, geotechnical borings, pre-construction surveys, and noise and vibration monitoring.

> Environmental and permitting efforts involve continued agency coordination, including cultural resources and protected species considerations. The project has obtained the necessary U.S Coast Guard permit.
>
> Geotechnical borings work began at the end of January 2025 and involves both landside and marine borings. Geotechnical information is gathered at each proposed pylon location to inform foundation design, critical to the bridge's structural integrity.

For pre-construction surveys, vibrations from pile driving could be felt within 500 feet of the site, and noise could be heard within a one-mile radius of the site; therefore, all properties within a one-mile radius were surveyed. If any part of a street landed within the radius, all properties on that street were inspected. No physical impacts are anticipated due to construction. About 1,100 exterior inspections were completed, and 35 interior inspections were conducted upon request.

Baseline noise and vibration monitoring is scheduled to begin within the next month to determine the normal, everyday level of noise and vibration near the construction site. Noise and vibration will be monitored throughout the duration of construction to ensure construction activities do not have an impact on the community. Noise monitors are installed on poles to measure sound levels, and vibration monitors are installed on the ground to measure vibration levels. This monitoring provides real-time data and alerts.

The Key Bridge Rebuild team has participated in over 60 pop-up events within the community at which the outreach team has had more than 1,750 direct interactions and has received over 825 surveys providing feedback. The team continues to conduct in-person speaking engagements with communities and businesses.

Mr. Brylske asked how many jobs will be created by the Key Bridge Rebuild project. Mr. Harkness stated that around 1,500 jobs will be created through carpentry, steelwork, welding, operators, and other labor. Ms. Warnick noted that the local community colleges were starting career tracks within these fields to fast-track workers for this project. It was also noted that the Key Bridge Rebuild website includes information connecting people with the Kiewit for bidding and workforce development opportunities.

Ms. Sliviak asked if there was consideration for aquifer protection. Mr. Harkness stated that additional follow-up would take place to address the question. Ms. Sliviak inquired how deep the pilings will be installed. Mr. Harkness responded that the test pile program beginning this Summer will provide information on how deep the pilings will need to be installed.

Ms. Whilden raised a question about the role of the shipping industry in response to the bridge collapse and rebuilding, and further inquired whether any additional measures to enhance maritime safety have been identified and implemented since the collapse. Mr. Harkness explained that the Maryland Pilots Association has specific emergency response procedures that were followed by MDTA during the initial event. The National Transportation Safety Board (NTSB) investigation into the incident is ongoing. NTSB has made safety recommendations to MDTA regarding evaluating physical protection, such as rigid fender systems, which have been incorporated into the rendering. Similar physical protections are also being investigated for the Chesapeake Bay Bridge.

Ms. Kestel asked where the materials will be disposed of after demolishing the rest of the existing bridge structure and if there will be a divider between traffic on the new bridge. Mr. Harkness stated that the steel will likely be recycled, and the concrete rubblized and reused. Materials crushed and reused are tested by MDE prior to use. Mr. Harkness confirmed that there will be a median between the flow of traffic.

7.0 Open Discussion & Adjourn **All Members**

Ms. Ashley thanked the attendees for their participation and stated that the next CAC meeting will be held on September 24, 2025. The CAC Field Trip is on August 22, 2025, and registration will be sent out via email.