

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

August 8, 2018 6:30 PM
Point Breeze Maritime Center
2200 Broening Highway
Baltimore, Maryland

Attendees:

Angie Ashley Consulting: Angie Ashley
Baltimore County Department of Environmental Protection and Sustainability (DEPS): David Riter
Baltimore Maritime Exchange: David Stambaugh
Blue Water Baltimore: Robert Johnson
Chesapeake Bay Foundation: Doug Myers
Dorchester County Shoreline Erosion Group: Bruce Coulson
EcoLogix Group: Steve Pattison
Fort Howard Community Association: Kathy Labuda
Greater Pasadena Council: Rebecca Kolberg
Maryland Environmental Service (MES): Rachael Gilde, Jeff Halka, Stephanie Peters,
Maryland Department of Transportation Maryland Port Administration (MDOT MPA): Sergio
Adantor, Dave Bibo, Chris Correale, Bertrand Djiki, Kristen Fidler, Katrina Jones, Kristen Keene,
Shawn Kiernan, Holly Miller, Gannon Price
North Point Peninsula Coordinating Council: Fran Taylor
Patapsco/Back River Tributary Team: Stuart Stainman
Turner Station Conservation Teams: Gloria Nelson
Waterfront Partnership: Adam Lindquist

Action Items:

1. MDOT MPA will provide written material to supplement the abbreviated Harbor Development Update presentation in this summary.
2. Angie Ashley will provide to Ms. Labuda an electronic copy of Ms. Correale's Dredging Demands and Placement Supply Capacity presentation. *(complete)*

Statements for the Record:

1. Ms. Correale introduced Gannon Price, the new MDOT MPA Senior Project Manager.

1.0 Welcome & Introductions

Mr. Fran Taylor, Chair

Mr. Taylor convened the meeting at 6:30 pm and welcomed all the committee members. All in attendance introduced themselves and their affiliated organizations. Ms. Ashley reviewed the three action items from the May 9, 2018 meeting summary and updates were provided.

1. The first action item was edited to read "Mr. Bennett will investigate US Environmental Protection Agency (EPA) Environmental Justice Fund Grants for Masonville Access Study on behalf of the Committee." Ms. Ashley updated the group that Mr. Bennett was unable to attend this evening's meeting and will send the information to MDOT MPA.
2. MDOT MPA will follow up with the Committee regarding which Baltimore City Council

members and State Legislators have expressed interest in or are involved in the Masonville Multi-Modal Transportation Feasibility Study. Ms. Fidler updated the committee members that outreach has been extended to the District 46 representatives Delegates Lewis and Lierman, and will be extended to City Council members.

3. MDOT MPA will follow up regarding the estimated cost for the Algal Flow-way (AFW) project at Hawkins Point. Ms. Keene stated that the estimated cost is \$3-\$5 million.

Mr. Taylor asked for a motion to approve the meeting summary from the May 9, 2018 meeting. The meeting summary of the May 9, 2018 meeting was approved.

2.0 Dredging Demands and Placement Capacity Supply *Ms. Chris Correale, MDOT MPA*

Ms. Correale stated that the numbers presented are as of June 30, 2017, and that they will be updated each year on a fiscal year (FY) basis. The next update will be dated June 30, 2018; these numbers are still in the process of being updated.

Ms. Correale presented the dredging demand numbers previously projected for the years 2007-2017. The Port of Baltimore channel system encompasses 136 miles of dredged channels, with 35-foot deep access from the north at the Chesapeake and Delaware (C&D) Canal and 50-foot deep access from the south. The long-term average annual total dredging volumes that were projected in that time frame for federal maintenance totaled 4.3 million cubic yards (mcy) and included no new work. The projected long-term average annual dredging volumes for the state and private dredging of the harbor totaled 0.9 mcy and included new work. The total dredging volume for the Port of Baltimore Channel System from 2007-2017 was projected to be 5.2 mcy per year; the 20-year demand was projected to be 104 mcy.

Ms. Correale then presented the updated dredging demand numbers projected for the years 2017-2037. The projected long-term average annual total dredging volumes for federal maintenance and new work totaled 4.55 mcy. Within that total, the volume for the C&D Canal decreased because the previous estimate included large quantities of advanced maintenance dredging, which is no longer being done. The volumes for Maryland Bay Channels and Virginia Bay Channels increased due to new work dredging associated with the 50-foot channel widening. The volume for federal Harbor Channel dredging increased due to projected new work for the Seagirt berth and Seagirt loop channel. In the previous estimate, no federal new work was projected. The long-term average annual dredging volumes for Harbor (State and Private) dredging total 0.175 mcy and in the current estimate now includes new work. The volume for Harbor Channels (State and Private) went down because the Port is not anticipating any new work for private/state dredging. The total projected dredging volume for the Port of Baltimore Channel System from 2017-2037 is 4.725 mcy per year and the 20-year demand is projected to be 94.5 mcy.

Mr. Myers asked whether the Harbor (State and Private) dredging projections included Sparrows Point, and whether the recent storm activity increased the projected need for dredging. Ms. Correale stated that Sparrows Point was included in the Harbor (State and Private) dredging projections, and that an additional need for dredging has not been identified as a result of recent storm activity.

Ms. Correale reviewed the federal Harbor new work dredging estimate for the years 2017-2036. The Seagirt loop widening and deepening is 2.0 mcy; the Curtis Bay US Coast Guard deepening is 0.4 mcy; Anchorage deepening is 5.0 mcy; the Harbor Channel 50-foot widening was projected to be 2.3 mcy of new work, but this segment of the widening project is not needed; and the deepening and widening of

existing channels to accommodate post-Panamax vessels at the existing MDOT MPA terminal berth is 2.0 mcy. The total projected estimate of new work is 11.7 mcy over the next 20 years, averaging 0.585 mcy per year.

Ms. Correale next discussed Harbor placement capacity supply. The placement capacity for the Masonville Dredged Material Containment Facility (DMCF) changed from 14 mcy to 11 mcy with an available capacity (accounting for reduction of capacity due to inflow that has occurred) of 9.5 mcy. Reasons for the change include the determination that dredged material occupies a different volume at Masonville compared to Hart-Miller Island, which is what previous projections were based on. This is due to a decreased ability to dewater the sediment at Masonville. In addition, the Kurt Iron Slip portion of the site incurred a high cost for dike construction for amount of dredged material held; filling it with construction fill was more economical.

The placement capacity supply for the existing Cox Creek DMCF increased from 6.0 mcy to 6.4 mcy, with an available capacity of 3.7 mcy. The placement capacity for Cox Creek Expanded decreased partly due to dredged material occupying a different volume, and partly due to a base dike that had to be larger than predicted, reducing capacity from 12.5 mcy to 10.6 mcy.

Ms. Kolberg asked why the projected capacity increased for the Cox Creek DMCF. Ms. Correale stated that the previous capacity estimate was based on engineering plans while the updated estimate is based on field surveys.

Mr. Stainman asked whether the plan to raise the dike at Masonville would increase the capacity supply at that site. Ms. Correale stated that the projected capacity is calculated for the full site capacity, which includes all planned dike raisings.

Ms. Correale reviewed the placement capacity supply for channels outside the harbor. The Maryland Bay Channel placement capacity supply for Poplar Island and its expansion, as well as the Mid-Bay Island project, will total 127 mcy. The Virginia Bay Channel placement capacity supply in open water and ocean placement will total less than 30 mcy. The C&D Approach Channels placement capacity supply, utilizing Pearce Creek and including dike raising, will total 18.6 mcy.

Ms. Correale stated that there is a 20-year capacity surplus for the overall dredging program, but the most challenging area for finding placement capacity will be the harbor channels because they have the lowest capacity when compared with the Maryland Bay Channels, the C&D Approaches, and the Virginia Bay Channels.

Ms. Correale stated that the key challenges regarding dredged material placement include optimizing Harbor DMCF site operations and material placement in order to maximize available capacity; preventing deauthorization of the Mid-Bay Islands project; obtaining federal funding for dredged material placement to construct Poplar Island and the Mid-Bay Island projects; resolving crab issues in the Virginia Bay channels; and maintaining citizen and other stakeholder support for MDOT MPA plans. Ms. Correale informed the Committee that funding for the Poplar expansion was secured, as well as funding to begin the design process for the Mid-Bay Islands project.

Ms. Correale concluded that the Port has a 20-year dredged material management plan (DMMP) founded on sound planning estimates. The planning numbers are conservative. The Port has determined that there will be no widening of the 50-foot main channel in the Harbor, and that the following projects are not considered in the capacity recovery estimates but will provide additional capacity recovery: potential acquisition of the Cristal property adjacent to the Cox Creek DMCF; innovative reuse of dredged material; and the potential for confined aquatic disposal (CAD). Planning for dredged material placement continues beyond the 20-year horizon.

Mr. Taylor asked whether extreme weather events could affect the long-term placement options described. Ms. Correale stated that in the future it may, but at the current time it has not affected placement options.

Mr. Stainman asked for clarification on the funding that is available for widening the bay channels to their authorized width. Ms. Correale stated that MDOT MPA has determined that no widening is needed inside the North Point-Rock Point line, but the channels outside the North Point-Rock Point line must be widened to the authorized width.

Ms. Labuda requested a printed version of the Dredging Demands and Placement Capacity Supply presentation. She stated that a great deal of debris enters the bay through the Susquehanna River when the Conowingo Dam's gates are opened.

Ms. Correale stated that in the wake of many tributaries contributing debris to the bay in the recent extreme rain events, the US Army Corps of Engineers (USACE) has done very well in fulfilling their mission of removing debris that impacts navigation in the Baltimore Harbor channels.

3.0 Innovative Reuse Progress Report

Ms. Kristen Keene, MDOT MPA

Ms. Keene presented an update on the status of the Innovative Reuse (IR) demonstration projects, how IR is being discussed in the community, and how IR is being implemented by other state agencies. MDOT MPA is currently evaluating projects using dried dredged material for alternative daily cover (ADC), engineered fill, a small test nursery, and the development of the Hart-Miller Island (HMI) North Cell.

ADC

The Quarantine Road Sanitary Landfill is utilizing 6,000 cy of dried dredged material from the Cox Creek DMCF for ADC. In the next 30 days, the hauling agreement between MDOT MPA and Baltimore City Department of Public Works is expected to be finalized so that dried dredged material can be taken to the landfill and used as ADC.

Test Nursery

A test nursery located at the Cox Creek DMCF is using various treatments of dried dredged material to determine the ability of dredged material to sustain growth of grass. The results remain the same as those presented at the previous meeting: the 100% dredged material and lime plot currently has the highest percent coverage of all the plots, while the 100% dredged material plot without lime has the second highest percent coverage. Observations will continue to be recorded through early fall 2018.

Mr. Johnson asked whether the lime in the test nursery plot with dredged material was used primarily for pH control. Ms. Keene stated that lime was used to amend for pH and added that the dredged material with no additives was also supporting the growth of native grass seed very successfully.

Engineered Fill

MDOT MPA plans to use dried dredged material from the Cox Creek DMCF as engineered fill in the South Cell of Hawkins Point to assist the MDOT MPA Safety, Environment, and Risk Management office in the construction of an AFW. Hauling of material is expected to commence in 60 days and erosion and sediment control measures are being put in place to allow the stockpile of dried dredged material to be moved.

HMI North Cell Habitat Development Project

Ms. Keene stated that MDOT MPA is advancing a project designed by the Mahan Rykiel Associates (MRA) *Design with Dredge* (DWD) collaborative design research program. The program explored ways in which harbor channel material could be reused in applications that promote economic sustainability and resilient landscape features, with a shared goal of furthering the IR Program.

At this time, MDOT MPA is in the data collection phase to support preliminary design scenarios for micro-landforms that will support a diverse habitat and a fluctuating hydrologic regime. The objective of the plan is to develop a preliminary design development scenario that can be used to further evaluate project phasing and implementation.

Additional IR Updates

IR progress has been presented to the public in a variety of forms. IR was discussed in a panel discussion about dredging topics including MDOT MPA, Maryland Department of the Environment (MDE), and MRA at the North American Dredging Summit (May 2-3, 2018). A presentation about the IR program was given at the Maryland Recycling Network and the Solid Waste Association of North America Mid-Atlantic Annual Conference (June 20, 2018). Dredging discussions including information about IR were also led at the MES Environmental Business Leadership Conference (July 19). These events hosted productive dialog about IR of dredged material in projects such as shoreline improvement projects and using dredged material as construction material.

Ms. Keene state that a recent Bay Journal article featured the beneficial use of dredged sediment in a project designed through the MRA DWD program for a Turner Station/Fleming Park community enhancement project. The author, Tim Wheeler, represents the community's positive perception of dredged material as a paradigm shift in the way dredged material is viewed by the public. Today dredged material is seen as a valuable reusable resource, unlike the past perception of dredged material as a waste product. The article can be found at the following link:

www.bayjournal.com/article/fleming_park_could_rise_from_the_weeds_by_dredging_up_spoils_funds

Ms. Nelson added that in her capacity as a Turner Station community leader she has networked with elected officials to obtain seven letters of support and is pursuing grant funding to move the Turner Station project forward. The community is interacting at all levels of government and there is active community support for beneficially using the dredged material in this community enhancement project. Ms. Nelson asked committee members to share any grant opportunities that could help support this project.

The National Park Service inquired with MDE regarding the possibility of using dried dredged material for agricultural purposes, which will lead to discussions between MDE and Maryland Department of

Agriculture to include amended language to the Innovative Reuse and Beneficial Use of Dredged Material Guidance Document (Guidance Document) for agricultural use. MDOT MPA will update the DMMP committees when the Guidance Document update is complete. Ms. Keene reiterated that the Guidance Document is a living document and is open to amendments such as this one when new potential uses of dredged material arise.

On behalf of MDOT MPA, MES cancelled the IR Request for Proposals (RFP) on Friday June 22, 2018. Four proposals were submitted, one of which was deemed unresponsive. Though the proposals were encouraging with good ideas and demonstrated the feasibility of innovatively reusing 500,000 cy of harbor channel dredged material, the proposals were not cost-effective.

In order to continue to grow the IR program, MDOT MPA is actively pursuing the acquisition of property next to the Cox Creek DMCF to be used as additional space to conduct large-scale, meaningful IR activities. MDOT MPA is also focusing on collaborative efforts and alternative funding opportunities. One group that is helping to identify such opportunities is the Sustainable Management Materials Maryland (SM³). The SM³ is a private sector-led and supported coalition of businesses from multiple sectors, who are committed to working collaboratively with MDE, other state agencies, and other public-sector leaders across Maryland to meet the goals outlined in Governor Hogan's Waste Reduction and Resource Recovery Plan for Maryland Executive Order of June 2017. The group has established three working groups so far: (1) Materials Marketplace, (2) Innovative Technologies, and (3) Metrics & Measures. While discussions will ensue within the framework of these three workgroups, information and results will flow freely among them. Additional work groups will focus on Energy Efficiency, Dredged Material, and Education and Communication; however, these groups are currently on hold pending sufficient progress with the initially defined work groups.

Mr. Myers asked if there is a website for SM³. Ms. Fidler said that there is not yet a website but if committee members would like additional information about the group, MDOT MPA could research and provide information.

Ms. Kolberg asked whether the acquisition property for additional space to process dredged material was existing woodlands or wetlands. Ms. Keene stated that it was an industrial site to the north of Cox Creek, the Cristal property.

In addition to pursuing additional property near the Cox Creek DMCF and advancing the small-scale demonstration projects, MDOT MPA continues working to meet IR strategy action items to explore alternative means of funding and financing for IR, and investigate opportunities to foster research and innovation such as tax credit programs, incubators, and university programs. These efforts could support opportunities that will not only bring jobs to Maryland and increase state revenue, but also sustainably account for a portion of the long-term IR program goal of reusing 500,000 cy/year of dredged material.

Ms. Keene stated that MDOT MPA has been working with the Maryland Department of Transportation State Highway Administration (MDOT SHA) and Dr. Aydilek (University of Maryland, College Park) on the environmental testing of an embankment fill material blend and a topsoil blend using dredged material. Preliminary results are encouraging, and Ms. Keene stated that when the study is finalized the results will be shared with the DMMP committees. These test results will be critical components to revising the MDOT SHA specifications for topsoil and recycled materials to allow for use of dredged material.

The Maryland Department of Natural Resources (DNR) is developing an internal guidance document for the beneficial use of dredged material as well as desktop analysis guidance for identifying thin-layer placement (TLP) project sites. Two TLP pilot projects are moving forward through DNR's Community Resilience Grant Program that will incorporate the beneficial use of dredged material, located at Anne Arundel County's Franklin Point State Park and Dorchester County's Hurst Creek. Both projects will focus on shoreline coastal resiliency through the development of living shorelines.

MDE hosted a public meeting for solid waste managers in June 2018 to promote the use of dredged material as ADC and created a category calculator tool for landfill operators to assess the possibility for dredged material, or other impacts soils, to be used at landfills. A variety of partners have expressed interest in taking part in innovative reuse. Ms. Keene stated that if any committee members desired access to the calculator tool, MDOT MPA can provide it to them.

Mr. Stainman asked about the scale of the MDOT MPA demonstration projects. Ms. Keene stated that the ADC project would utilize 6,000 cy of dredged material, and that the annual ADC needs for the Quarantine Road Sanitary Landfill is approximately 70,000 cy of material. The engineered fill pilot project will utilize about 6,700 cy of dried dredged material. The habitat development project described at Hart-Miller Island will utilize on-site dried dredged material to create 21 habitat mounds that are 90 feet in diameter in the 23-acre pilot area.

Mr. Taylor stated that spaces may be available on the HMI Citizen's Oversight Committee September field trip to Hart-Miller Island and asked that committee members contact him if they are interested in attending.

4.0 Corps of Engineers Report

Mr. Justin Callahan, USACE

Mr. Taylor stated that Mr. Callahan was unable to attend the DMMP Citizens Advisory Committee (CAC) meeting and in lieu of a presentation, written updates were distributed to committee members. The written update is attached to this summary.

Mr. Taylor asked Mr. Coulson to comment on the perception of the Dorchester County community regarding the Poplar Island Expansion and the Mid-Bay Islands restoration project. Mr. Coulson stated that people in Dorchester County were supportive of Poplar Island; he inquired about the timeline for Mid-Bay. Ms. Correale stated that MDOT MPA is currently working with the Corps of Engineers in developing the schedule and project management plan and will share the plans when they are finalized. She stated that Barren Island will require a 27-month design period; James Island will require a 47-month design period (inclusive of the Barren Island design period).

Mr. Myers asked whether the islands will both be restored at the same time. Ms. Correale stated that they will be restored concurrently.

Ms. Correale stated that the first part of the process to begin the Mid-Bay Islands project was to sign the design agreement, and to plan the in-water geotechnical work. A Tidal Wetlands License will then need to be secured before drilling begins.

Ms. Ashley stated that committee members could send questions related to the USACE update to her and she would forward them to Justin Callahan (USACE).

5.0 Masonville Public Access Study Update

Ms. Kristen Fidler, MDOT MPA

Ms. Fidler stated that Masonville Public Access Study included feasibility of short-term and long-term access options, such as public transit, waterside access, bike and pedestrian paths, shuttle scenarios, and partnerships with existing transportation programs within the community. MDOT MPA is in the process of requesting community input for viable options that are not yet represented in the study, as well as the relative priorities of the options listed. She stated that several projects have emerged through other groups promoting improved access in the area and MDOT MPA intends to ensure that the analysis by MDOT MPA is not redundant and promotes synergy with existing efforts.

Ms. Fidler stated that the Greater Baybrook Alliance received a tour of Masonville Cove and hosted their steering committee meeting at the Masonville Cove Environmental Education Center, where they were also provided the Masonville Multimodal Transportation Feasibility Study to review. They provided feedback during the meeting. MDOT MPA also met with elected officials including Delegates Lierman and Lewis to inform them about the efforts of MDOT MPA and the relative priorities of their efforts. Existing efforts include the Hanover Street Bridge Corridor Study, the Rails to Trails/East Coast Greenway, First/Last Mile transit options, the MedStar Uber/Lyft pilot, the Middle Branch Redesign Planning/Implementation, and traffic calming and streetscape projects (the Baltimore Development Corporation is looking to apply for improvement funds to apply in the Brooklyn business corridor). Discussions are in the early stages for all of these projects to ensure that there are no conflicts with Masonville access efforts, and to identify the potential to share resources between the projects.

Ms. Fidler stated that there were other challenges to access including community awareness of the site, which may be alleviated by sharing knowledge with the community and increasing signage around the area.

Ms. Fidler stated that the next steps include collecting and compiling community input, feedback, and engagement; re-engaging with agency partners on the potential for coordination with other projects in the area; developing a list of short-term pilot project solutions. Success or lack of use will inform further planning, funding, and justification for longer-term solutions. MDOT MPA intends to implement pilot projects in 2019 and to continue to advance planning for long-term solutions.

Ms. Fidler stated that MDOT MPA is committed to providing and advancing public access to the communities surrounding Masonville to the site and need to ensure that the efforts that are in place are fully utilized. The MDOT MPA welcomes suggestions and observations.

Ms. Kolberg stated that the hours and days of operation of the Masonville Cove Environmental Education Center do not allow the working people in the community to go during their free time, acknowledging that the center is open a half day on Saturday and is closed on Sunday. She expressed concern that the open hours preclude many people in the community from the intended purpose of allowing families to experience the outdoors at this site. Ms. Miller stated that issues like this one are being addressed as MDOT MPA establishes a conservation easement for Masonville; though there was a vision for the property when it was initially designed, thoughts have evolved about the end result due to the subsequent

understanding of contamination issues. Ms. Correale stated that community access is a priority, but the mitigation area must be maintained as a higher priority for safety concerns.

Ms. Nelson stated that she agreed with Ms. Kolberg's concerns because the access to the site was what made the project attractive to the community when it was chosen as a DMCF site. The times that the facility is open are not compatible with everyday residents of the surrounding community and it is difficult to get to the site. Ms. Correale stated that MDOT MPA has been and will continue to work on this issue, and that suggestions are welcomed to help MDOT MPA move the efforts forward.

Ms. Kolberg suggested engaging community churches for people to utilize the site on Sundays. Ms. Ashley stated that this idea has been successful with Masonville stakeholders in engaging the Templo de Alabanza Y Restauración (TAYR) Hispanic church community. Ms. Nelson suggested offering transportation to the site to prioritize nearby communities. Ms. Ashley stated that due to turnover in the community, efforts have been refocused to accommodate changes. For example, there has been an increase in Spanish programming and working with new groups that have emerged in the communities adjacent to Masonville. Ms. Fidler assured the Committee that the access to Masonville for the community is a priority.

Mr. Stainman asked whether it would be possible to have the education center open on a Sunday while closing on a weekday to compensate. Ms. Fidler stated that the suggestion was noted. Ms. Jones stated that Sunday hours were offered in the past and efforts were put forth to encourage community engagement during that time, including mass mailings of post card invitations and promoting special events on those days. She stated that it is a challenge to find an effective way of informing the community about the Masonville site and these events.

Ms. Kolberg stated that buses simply passing by the education center would promote awareness of the site.

Mr. Myers asked whether there was an existing public transit line that passed by the site. Ms. Fidler stated that the closest stop was on the SilverLink 21 and would require an approximately one mile walk along a very dangerous stretch of road. Efforts are underway to enhance transit for businesses in the area for the same reason.

Mr. Lindquist asked whether access could be permitted for the public during hours when the education center was not open. Ms. Fidler stated that because the top priority for the site is mitigation and restoration, it cannot be utilized by the public in the same fashion that a park is utilized; public use requires supervision at this site. Ms. Keene stated Cox Creek DMCF has similar restrictions and that MES has allowed birders to have extended hours on the property during dredged material inflow since staff are onsite outside of typical business hours during that time.

6.0 DMMP Outreach Update

Ms. Katrina Jones, MDOT MPA

Ms. Jones gave an update on DMMP outreach, specifically feedback regarding the DMMP Annual Meeting. Ms. Jones stated that the DMMP Annual Meeting is an event where the individual committees can come together to network with each other; MDOT MPA is currently in the process of planning for the November 2, 2018 Annual Meeting.

A survey was distributed to the DMMP committees in June soliciting preferences from attendees about various details of the meeting. There were 35 responses; the highest response rate was seen in the community groups (32% of the responses) and the second highest response rate seen in the business industry (27% of the responses).

When asked about the preference on the time of the meeting, the majority of responses (65%) were for the 9 AM-12 PM option. When asked what the attendees found most valuable about the DMMP Annual Meeting, the majority of responses (60%) identified understanding the DMMP Annual Report recommendations, and the update on the State of the Port. When asked how the DMMP Annual Meeting can be improved, the majority of responses (42.9%) identified engaging the audience to a greater degree and inviting organizations and individuals from outside the DMMP stakeholder structure.

The survey invited participants to suggest other improvements to the DMMP Annual Meeting. The suggestions included a request for a presentation about proceedings and issues from the recent GreenPort conference and engaging more private businesses to be involved in the DMMP.

7.0 Harbor Development Update

Ms. Chris Correale, MDOT MPA

Ms. Correale stated that in the interest of time, she would abbreviate the Harbor Development presentation and provide written material to supplement the presentation.

Seagirt Berth & Loop Dredging

Ms. Correale stated that the Port needs a second 50-foot berth, because in 2017 the Port of Baltimore handled a record 596,972 containers, an 11 percent jump from the previous record set in 2016. Recent industry intelligence indicates that the Port of Baltimore is perceived as berth-constrained in its ability to efficiently handle larger numbers of 10,000+ TEU vessels requiring 50-foot berths.

Therefore, Seagirt Berth 3 and the Seagirt loop channel need to be deepened to 50 feet. These projects are in the long-range capacity planning for the Harbor. The loop would be dredged after Congress appropriates funding, for a 3-year feasibility study and a 1-year timeline for the USACE to complete internal and external reviews. If the USACE feasibility study has a positive outcome, MDOT MPA expects the loop channel project to commence in 7 to 9 years. The loop project will involve dredging of approximately 1.5 mcy to 50 feet, plus two feet of overdepth. For Berth 3 deepening to 50-feet, MPA will apply for a Corps permit to do this work. The volume of material to a depth of 52 feet (50 feet plus 2 feet of overdepth) for Berth 3 is approximately 450,000 cy. The project is expected to be online by late calendar year 2020. Ms. Correale presented a detailed map of the Seagirt Berth and Loop and pointed out the areas that would be dredged.

Mr. Myers asked for the current depth of Berth 3 and the areas of the turning basin planned for widening. Ms. Correale stated that Berth 3 has a depth of 45 feet; areas of the turning basin have a depth of 20-30 feet.

Mid-Bay Islands

Ms. Correale stated that the Corps received funding to initiate the design of the Mid-Bay Island aquatic ecosystem restoration project through Corps of Engineers Fiscal Year 2018 work plan funding. The project management plan and design agreement between the Corps and MDOT MPA are in preparation.

The following information was not presented during the meeting but is included below for reference for the Committee.

Cox Creek Expanded

The Base Dike Widening contract was executed by the contractor on July 19, 2018 and mobilization to the job site will be in September 2018. The 30% plans for dike raising to elevation +60 were received for review by MDOT MPA on July 18, 2018. Phase I of the Upland Remediation has been completed and was approved by MDE as complete on July 11, 2018. EPA approved the remediation and demolition work plan for building 201 and construction is expected to start in September 2018.

Masonville Dike Raising

The 18-foot dike raising is underway along the Masonville cofferdam. The remainder will start upon the receipt of the Erosion and Sediment Control approval, which is expected in September 2018. Dike raising to an elevation of 18 feet is scheduled to be complete in spring 2019. The Kurt Iron Slip cross dike is complete.

Energy and Donor Port Dredging

Dredging near Dundalk Marine Terminal and the access channel to the Cox Creek DMCF finished up on July 6, 2018. This dredging was performed using funds from the Corps of Engineers known as Energy and Donor Port funds. These funds are provided to ports meeting certain criteria in federal authorizing legislation; the Port of Baltimore qualifies for these funds due to coal exports. Approximately 194,000 cubic yards were dredged with most of the material (approximately 181,000 cubic yards) going to Masonville and the remainder going to Cox Creek).

Pearce Creek Drinking Water Installations

Waterline connections to the Town of Cecilton water supply and well abandonments have been made at 224 of the 232 eligible properties. Outstanding properties include 4 homeowners refusing service (6 properties total); one homeowner recently deceased with the home foreclosed, and one owner who the Town of Cecilton and their contractor have been unable to contact. The on-lot contract is approaching the punch list stage. Residents had until 7/8/18 to have AECOM complete the in-home investigation for the connections; grant agreement funding for connections ends on 9/8/18 (based on 1-year period after water system was in-service).

8.0 Chairperson Transition

Ms. Kristen Fidler, MDOT MPA

Ms. Fidler gave an update on the Chairperson Transition. At the last DMMP CAC meeting, Mr. Taylor announced he was stepping down as chairperson. Ms. Ashley sent an email to the Committee asking for nominations for a replacement and provided information about the role and process of becoming the Chairperson.

Ms. Fidler stated that there are nine DMMP committees and the Chairperson of the CAC serves as a liaison to, and is a member of, both the Management Committee and the Executive Committee. As the CAC liaison, the Chairperson provides a progress report as a standing agenda item at the Management and Executive Committee meetings. The CAC and Management Committees both meet quarterly, and the Executive Committee meets twice a year. As a member of the Executive Committee, the Chairperson must submit an online annual financial disclosure statement to the Maryland State Ethics Commission.

Ms. Fidler described the qualities expected in the Chairperson. The Chairperson should exhibit leadership skills, knowledge, experience and good interpersonal skills. The Chairperson should be fair-minded and current on issues of concern to the CAC. He/she should be a team player and remember that he/she is one among the many committee members. The roles for the Chairperson include:

- Providing leadership and ensuring committee members are aware of their obligations.
- Forwarding citizen recommendations and concerns to the facilitator and/or MDOT MPA staff.
- Conducting CAC meetings.
- Serving as a liaison to report work of the CAC to Management and Executive Committees.
- Reviewing meeting materials in order to be prepared to participate in meetings.
- Attending as many of the CAC, Management, and Executive Committees meetings as possible.
- Coordinating with the facilitator and/or MDOT MPA on matters requiring the attention of the Committee.
- Reviewing and commenting on the DMMP Annual Report and Recommendations.

Additional roles and responsibilities may include such things as:

- Assisting with the prioritizing of issues.
- Informing the CAC about potential projects and collaborations within the community.
- Assisting the MDOT MPA in communicating with various community groups, organizations and citizens on matters affecting the Port.
- Identifying areas where additional education and information could assist the CAC in making recommendations.

Ms. Fidler stated that all of the DMMP CAC committee members were nominated for Chairperson and were contacted regarding their interest in the position. She identified the 17 members who declined the nomination, the four who accepted the nomination, and the five who did not respond. The committee members who accepted the nomination are: Adam Lindquist (Waterfront Partnership), Stuart Stainman (Patapsco/Back River Tributary Team), Paul Brylske (Hart-Miller Island Citizens Oversight Committee), and Scott Pappas (Fort Howard Community Association). Ms. Fidler asked if anyone else would like to accept the nomination or if consideration should be given to any committee members who did not respond to the nomination. No new nominees were added.

Ms. Fidler stated that the next steps in the process include electronically distributing biographies on all nominees by August 22, anonymous and electronic voting by the CAC members by September 12th, and announcing the results by September 13. With this timeline, the new chairperson will be able to join Mr. Taylor in attending the September 26 Management Committee meeting, announcing Mr. Taylor's replacement at the Annual Meeting on November 2, and attending the Executive Committee meeting November 28.

Mr. Johnson asked how the chairperson biographies would be distributed. Ms. Fidler stated that they would be compiled and emailed to committee members by the facilitator, Angie Ashley.

Mr. Taylor stated that though the position may seem overwhelming, he did not find it to be. He stated that he has experienced a great deal of support and that being involved has made him feel like he has been able to make a difference. He stated that the Chairperson is the face of the public in the DMMP and his

experience has given him insight into how passionate the citizens are. He stated that it has been a rewarding experience for him and thanked the Committee for their support during his tenure as Chairperson.

Ms. Ashley stated that there is a requested three-year commitment and asked the Committee whether they agreed with the proposed next steps and timeline. The Committee agreed.

Ms. Ashley stated that she would contact the Committee by email or phone to remind them of the schedule if needed. Ms. Fidler thanked the Committee for their feedback in developing the process.

9.0 Committee Administration & Open Discussion

Ms. Ashley stated that a fall field trip to the Pearce Creek DMCF will occur in late September or early October. The Annual Meeting is scheduled for November 2, 2018 (Sollers Point Multi-Purpose Center). MDOT MPA welcomes all questions and comments.

USACE Baltimore District Report

08 AUG 2018 CAC Meeting

Dredging Plans (Baltimore Harbor O&M)

- The district's FY2017 maintenance dredging contract was awarded to Great Lakes Dredge & Dock for dredging 2.2 MCY from the Cape Henry channel in Virginia.
 - Dredging commenced in early April and is expected to continue through August.
 - Approximately 1.5 MCY have been placed at the Dam Neck Ocean Disposal Site to date.
- A solicitation for the FY2018 contract was issued on 17 July for dredging of Harbor and Maryland approach channels.
 - 1.5 MCY to be dredged from the Maryland approach channels, including Craighill (Entrance, Channel, Angle, Upper Range) and Cutoff Angle. Material will be placed at Poplar.
 - 400 KCY to be dredged from the Curtis Bay channel. Material will be placed at the Masonville DMCF.
 - Bid opening is currently scheduled for 16 August with contract award expected in September 2018.
- A solicitation for maintenance dredging of the York Spit channel in Virginia is expected to be issued this month.
 - Approximately 2.5 MCY of material will be placed at the Wolf Trap Alternate open water placement site.
 - Award is anticipated to be made in October 2018.

Masonville

- The Masonville Decision Document was approved by USACE Headquarters on 22 January.
- This allows the Baltimore District to enter into a Memorandum of Agreement (MOA) with MDOT/MPA so that we may place material dredged from the federal channels into the Masonville DMCF.
- USACE is working with MPA on revising the tipping fee calculation to account for a change to the Masonville DMCF area.

Poplar Island (1,715 acre site, 68MCY capacity)

- 31.6 MCY of dredged material placed and 372 acres of wetlands created to date.
- 1.7 MCY of dredged material is expected to be placed at the site during the next dredging cycle (Winter 2018/19).
- More than 70% of the \$146.4M in expansion construction contracts are either complete or currently underway.
- The district received funding in the 2018 Work Plan to complete construction of the expansion (\$31M).
- The solicitation for the final dike construction contract was posted on 20 July. Bid opening is scheduled for 29 August. Award is scheduled for mid-September 2018.
- All expansion construction work is currently scheduled for completion by March 2020.
- The expanded site will allow placement through 2032/2033 dredging cycle.

50-Foot Widening Limited Re-Evaluation Report (LRR)

- Study is evaluating 750' and 800' widths in MD channels and 900', 950', and 1000' widths in VA channels.
- The recommended plan will not include widening of the Harbor channels.
- Team is currently working responses to National Marine Fisheries Service (NMFS) comments on the Essential Fish Habitat (EFH) assessment.
- The report is currently scheduled for public review sometime in November 2018.

Mid-Bay Island (2,072 acre site, 95MCY capacity)

- The district received \$644K in the FY2018 Work Plan to begin the design phase of the project.
- An agreement between the Department of the Army and the State of Maryland must be executed before design work can begin.
- The team is currently preparing/reviewing the design agreement and supporting documents (project management plan, review plan, etc.).
- Execution of the design agreement is expected to occur in late December 2018.
- The design of the Barren Island component is expected to take 27 months. The design of the James Island component is expected to take 47 months.