

FINAL DRAFT
SUMMARY OF THE DREDGED MATERIAL MANAGEMENT PROGRAM
CITIZENS' ADVISORY COMMITTEE MEETING
February 8, 2017 6:00 PM
2200 Broening Highway
Baltimore, Maryland

Attendees:

Angie Ashley Consulting: Angie Ashley
Association of Maryland Pilots: Jesse Buckler
Baltimore County Department of Environmental Protection and Sustainability (DEPS): David Riter
Blue Water Baltimore: Bob Johnson
Dorchester County Shoreline Erosion Group: Bruce Coulson
EcoLogix Group: Steve Pattison
Fort Howard Community Association: Kathy Labuda, Scott Pappas
Gahagan & Bryant Associates (GBA): Brian Newbury
Maryland Environmental Service (MES): Jeff Halka, Danielle Wilson
Maryland Port Administration (MPA): Sergio Adantor, Dave Bibo, Chris Correale, Bertrand Djiki,
Kristen Weiss Fidler, Katrina Jones, Shawn Kiernan, Bill Lear
North Point Peninsula Council: Fran Taylor
Patapsco Back River Tributary Team: Stuart Stainman
Turner Station Conservation Teams: Gloria Nelson
US Army Corps of Engineers, Baltimore District: Justin Callahan
Waterfront Partnership of Baltimore: Adam Lindquist
Yacht Clubs of Maryland: Dick Bruns

Action Items:

- 1) Ms. Fidler will circulate the technical screening criteria guidance document via the Committee email list.
- 2) Ms. Jones will send the "Clean Bread and Cheese Creek" flyer out to Committee members for voluntary cleanup in the Dundalk area.
- 3) Ms. Jones will send an invitation to the Committee members for a Cox Creek Expansion Public Information Meeting on April 6, 2017 and a subsequent Cox Creek DMCF site tour on April 8, 2017.
- 4) Ms. Correale will provide the Committee with monitoring results of the CAD cell as they become available.
- 5) Ms. Jones will send an email to the Committee about visiting Cox Creek to see the upcoming Harbor maintenance inflow project.
- 6) Ms. Ashley will send out revised August 2016 Committee meeting minutes, and draft minutes from the February 2017 meeting before the upcoming meeting in May 2017.

Statements for the Record:

1. None.

1.0 Welcome & Introductions

Mr. Fran Taylor

Mr. Taylor convened the meeting at 6:30 pm and welcomed all of the committee members. He introduced Ms. Ashley as the new meeting facilitator, since Ms. Flanigan has retired from the position of Committee Facilitator. Ms. Ashley has been an outreach coordinator for the Maryland Department of Transportation's Port Administration (MPA) for almost ten years and currently facilitates the Cox Creek Citizens Oversight Committee and Masonville Citizens Advisory Committee. Mr. Taylor postponed the approval of the meeting minutes from the August 2016 meeting as several late comments were submitted. The minutes will be approved at the next committee meeting.

Mr. Taylor provided a "2016 in Review" update from the Dredged Material Management Program (DMMP) Executive Committee meeting held in December 2016. Highlights included progress with Innovative and Beneficial Use (IBU), Confined Aquatic Disposal (CAD), Pearce Creek, and Hart-Miller Island (HMI). Mr. Taylor asked for suggestions that he could relay to the Executive Committee in the coming year.

As a follow up to the committee's previous meeting, Ms. Ashley referenced the Port to Point (P2P) project. During this Committee's August 2016 meeting, Mr. Akundi from the Baltimore Metropolitan Council (BMC), gave a presentation regarding impacts to traffic from the P2P project. Ms. Ashley reached out to the BMC to confirm if results of the study can be presented; they will be available at the next meeting.

Mr. Stainman asked what the MPA and Committee goals are for 2017. Ms. Correale responded that the upcoming goals for Harbor Development are: completing the CAD pilot test and continuing the associated monitoring, continuing the expansion of Cox Creek, finishing the design for raising the dikes at Masonville to +18 ft Mean Lower Low Water (MLLW) level, continuing expansion of the Poplar Island Environmental Restoration Project (PIERP), advocating for funding a new Mid-Bay placement site, increasing social media presence for the DMMP, and continuing to move forward with the IBU technical screening criteria guidance document. Ms. Correale emphasized that working through these projects may seem like a slow process but that scientific monitoring and engineering is essential to ensure quality work on the approximately \$60 million worth of projects taking place within Harbor Development during 2017.

2.0 Innovative and Beneficial Use

Ms. Kristen Weiss Fidler, MPA

Ms. Fidler introduced herself and stated she would be providing an update on the IBU project. Updates from the last Committee meeting include new outreach and education materials, specific coordination with the Maryland Department of the Environment (MDE) and the State Highway Administration (SHA), and the next steps for public meetings and input.

A major objective over the last year for outreach and education surrounding IBU has been to demystify the negative stigma of dredged Harbor Channel sediment. Ms. Fidler revealed a new infographic that displays scientific analysis of the sediment, along with the story of why the Port and dredging are important. An outreach video was also created that is available online and through social media. Ms. Fidler stated that increasing social media presence will help grow the support base for projects like IBU in a new way. The IBU working group is gearing up for numerous meetings with elected officials, stakeholder organizations, and community groups to tell the story of IBU, dredged material, dredging and the importance to the Port of Baltimore's continued success. Ms. Fidler asked that if any members

of the Committee have not had the MPA give a presentation and/or informational materials to their organization, to please get in touch with MPA: GreenPorts@marylandports.com or 410-385-4419.

Ms. Fidler was excited to share with the Committee that by the end of the month, she should have a first draft of the technical screening criteria guidance document, which will be open to public review for several months. She presented some background on the document such as the purpose, guide perspective, and possible users. The document also clearly outlines the steps for MDE review and approval, sampling requirements for environmental and public health, and what long-term management requirements might be needed depending on the end use of the product.

Ms. Fidler discussed a small section of end use potentials for dredged sediment. She began by explaining that aquatic restoration on HMI and the PIERP are examples of this end use potential already in place by the MPA. Another end use potential that is a likely and realistic option for the MPA, but does not currently have regulatory guidance, is engineered fill. Engineered fill can be used in Brownfield redevelopment, voluntary clean-up program sites that need clean fill for capping, construction material, roadway embankment material, and manufactured top soil. Also listed in the guidance document are the screening criteria. These criteria are risk-based and will be applied to the end product, not to the dredged material in its raw form. The criteria are calculated using the US Environmental Protection Agency's (EPA) regional screening level calculator, based on risk of exposure. The guidance document will be circulated for review via the DMMP Committee email list.

Ms. Fidler discussed an update regarding a recommendation from the Innovative and Beneficial Use Regulatory Workgroup (Workgroup) to the DMMP Executive Committee, that state agencies be a leader in the reuse of dredged material, and that there should be executive action calling for that state agency leadership. MPA is working with the Governor's office, MDE, and the Maryland Department of Transportation (MDOT) to include that recommendation in an executive order.

The Recycled Materials Task Force Subcommittee has been reactivated with SHA, as they are another state agency that could be a leader in the reuse of dredged material. Through the input of private industry stakeholders, several types of blends have been identified to test as pilots for different projects. Quarry fines for structural fill, and compost or biosolids for manufactured topsoil are types of materials that can be blended with dredged material and tested for SHA analytical requirements.

Ms. Fidler shared a timeline of proposed next steps for the technical screening criteria guidance document. The document should be posted on the MPA and MDE websites and emailed to the Committee by late March 2017 for review and comment. The document will be kept online for 60 – 90 days for public review. MPA would like to host a public forum in April 2017 to address details, questions and concerns regarding the guidance document. This would give MPA a target date of June 2017 to submit a final version of the document to MDE, and hope for MDE issuance by summer 2017.

Ms. Fidler played the Channeling Innovation, Sediment to Solutions video for the Committee and then asked if there were any questions. Mr. Stainman asked if the MPA had considered discussions with Tradepoint Atlantic to determine if dredged material or blends could be used in any of their cleanup efforts. Ms. Fidler said that she had not personally talked to them, and reiterated that MPA is trying to get the framework of the guidance document set before any talks would begin. Ms. Correale also added the she and Ms. Broadwater had met with Tradepoint previously about dredging projects; they have stated that they are interested in fill material. Since there was no regulatory guidance in place at that

time, many industries were hesitant to accept dredged material as a fill option, so it has been very important to work with MDE to finalize the guidance document. Mr. Bruns asked if the chemistry of the dredged material could help chicken farmers offset nitrogen and phosphorus from manure, or if it could be used in coal mine reclamation as fill material. Ms. Fidler replied that MPA has been in touch with a professor at Anne Arundel Community College who works with combined waste streams, specifically looking at poultry litter, dredged material, and food waste to see if the mix can be turned into a productive soil amendment. SHA, MDE and the Maryland Department of Agriculture (MDA) would all need to look at this idea to ensure the safety of soil and groundwater. Ms. Fidler also stated that she recently met with the owner of a rail line from western Maryland that connects to CSX. The owner stated that the cars travel one way with coal, but come back empty to approximately 800 mines. The discussion focused on the possibility of using dredged material or a blend for mine reclamation.

Mr. Lindquist spoke about social media and that Mr. Trash Wheel will be sharing MPA posts. He also mentioned that it was a learning experience when sharing the infographic and IBU video on Waterfront Partnership's social media outlets. Many people don't understand the basics of dredging, so the video was very helpful explaining some of the basic Port of Baltimore operations. Mr. Lindquist also recommended considering picture to text ratios on graphics that are posted, and suggested an image-to-text ratio of 25% or less for easy readability and maximizing exposure. He also said that linking IBU with environmental restoration projects (such as HMI and the PIERP) is what resonated most with citizens who are browsing the Waterfront Partnership's social media outlets. Mr. Taylor added that when presenting IBU information to outreach and community groups, providing the history and describing why this program started in 2003 with the Harbor Team is important, so that citizens know the idea actually came from them and not the MPA. Mr. Taylor thought that this would provide extra credibility to the project.

3.0 US Army Corps of Engineers Update

Mr. Justin Callahan, USACE

Mr. Callahan of the US Army Corps of Engineers (USACE), Baltimore District, provided the Committee with an overview of the expansion work and plans underway at PIERP. Just under \$40 million in construction projects are currently in progress, with four contractors on site. Mr. Callahan stated that by the end of 2017 there will be a noticeable footprint increase of Poplar Island to the north, which represents the first component of the lateral expansion. The USACE expects to award two more contracts to complete that work, over a three- to four-year construction time frame in total. The expansion is going to increase the site's capacity by approximately 30 million cubic yards (MCY). The existing site had 40 MCY of capacity; to date 30 MCY have been used. Mr. Stainman asked how many additional years of placement would be provided through the expansion. Mr. Callahan replied that if widening of the approach channel to the harbor continues, and maintenance dredging continues, the expansion would provide placement capacity into the year 2029. Additionally, Mr. Callahan stated that 289 acres of intertidal wetlands have been created, which is approximately half of the acreage goal for wetlands creation.

Mr. Callahan then provided an update on the channel widening progress. Currently the USACE is in the study phase looking at widening the approach channels to the Port of Baltimore, which starts just above Cape Henry in Virginia. The study will recommend widening the channels to their authorized width. Between the Bay Bridge and the North Point-Rock Point line, the channel would be widened by approximately 100 ft (from 700 ft to 800 ft wide). This widening equates to just over 2 MCY. In Virginia, the channel would be widened by approximately 200 ft. The USACE is currently working on a draft of the widening study document, and anticipates it will be available for public review in March

2017. The USACE hopes to obtain funding and begin construction work in 2020 and complete the widening project in 2024 – 2025. Mr. Stainman asked if the widening project model considers double stacking of rail cars. Mr. Callahan replied that the model does not consider that option, as it only considers ship operations, not land travel.

Mr. Callahan discussed Mid-Bay as the next priority after the PIERP expansion. This would be a roughly 2,000 acre site located in Dorchester County, Maryland with a projected capacity of approximately 95 MCY. Discussions between the MPA and USACE have included cost sharing ideas and design concepts. The goal for the USACE Baltimore District is to move those ideas into feasibility and design phases in order to begin the construction phase of the development plan. The USACE is looking to obtain construction funding for the first component of the Mid-Bay project in 2019 – 2020. There are two components to the Mid-Bay project: Barren Island and James Island. Barren Island is 100% restoration of the existing island; this project would tentatively be the first aspect of construction work. Until the USACE gets approval on their Dredged Material Management Plan, it is very difficult to receive design funding for the Mid-Bay project.

Mr. Callahan stated that the USACE Dredged Material Management Plan is under review at the USACE Baltimore District headquarters; he expects to have comments by mid-February. The document could receive final approval by March 2017. The Plan outlines use of the Cox Creek Dredged Material Containment Facility (DMCF), Masonville DMCF, Cox Creek Expanded, and potentially CAD for Baltimore Harbor material. Maryland channel material would be placed at Poplar Island, the Poplar Island expansion, Mid-Bay, and Pearce Creek.

Mr. Callahan provided several updates to the Committee from Graham McAllister (USACE Navigation) regarding dredging. Great Lakes Dredge and Dock Co. (GLDD) began maintenance dredging in Baltimore Harbor the first week of February 2017, at the Ferry Bar Channel. About 75,000 CY will be dredged from the Ferry Bar Channel and placed at the CAD site at Masonville. Mr. Bibo asked if there were any issues with ship traffic during the CAD placement. Mr. Buckler responded that work had just begun; there were a few ships in the Fairfield Marine Terminal at the time of placement, but he had not heard of any issues to date. GLDD will also dredge about 500,000 CY from the Craighill Angle, to be placed at the PIERP. Placement of 500,000 CY from the Brewerton Angle will occur at the Cox Creek DMCF after inflow is complete at the PIERP.

The next maintenance dredging contract will be advertised in the summer 2017 for dredging in Cape Henry, Virginia approach channel, with material being placed at the Dam Neck ocean open water site. Mr. Stainman asked at what geographic point does Bay material get placed into the ocean. Mr. Callahan replied that material from the Cape Henry Channel, south of the Chesapeake Bay Bridge-Tunnel, is placed in the ocean.

4.0 Outreach Updates

Ms. Katrina Jones, MPA

Ms. Jones gave the Committee updates on the annual DMMP meeting. She recaptured an event at the end of the meeting where the attendees were broken into nine groups and asked three questions targeting three demographic audiences. The questions were: how would you describe dredged material, how would you describe the Port of Baltimore and its importance, and how would you engage others in becoming involved with the DMMP. The groups were asked to answer the questions as if they were talking to a 5th grader, a recent college graduate, or their neighbor. The purpose of this activity was to learn how the MPA has been engaging with the public, how the public is interpreting what they have

heard about the MPA and the Port of Baltimore, and how that information is shared with others. A secondary benefit of the activity was to learn how the MPA can better communicate with and reach out to the public. Some common themes from analyzing responses to a 5th grader involved making the process relevant to them through material items such as electronics, clothes and shoes and show how the Port of Baltimore is an integral part of bringing those objects into their world. For college graduates, a common theme in responses was making information relevant to career opportunities and areas of study. When talking to a neighbor, a common theme was showing the economic impact the Port of Baltimore has, and giving them opportunities to actually see how the Port works.

Ms. Jones informed the Committee that the MPA received an award from the American Association of Port Authorities (AAPA) for its contribution to environmental improvement, for its work associated with Mr. Trash Wheel. Ms. Jones also announced that Committee members will receive an invitation to the Cox Creek Expanded Public Information Meeting, to be held on Thursday, April 6, at the Riviera Beach Volunteer Fire Hall. Committee members should have also received an invitation to the retirement dinner for Ms. Kathy Broadwater, the MPA's Deputy Executive Director, to be held on February 16 at Sparrows Point Country Club. On April 22, there will be a "Clean Bread and Cheese Creek" volunteer effort in Dundalk, at which the MPA will have some presence.

5.0 Harbor Development Updates

Ms. Chris Correale, MPA

Ms. Correale provided an overview of work the MPA is performing on DMMP projects. She reported that the CAD cell is being filled with Ferry Bar Channel material, that monitoring of the area will continue, and results of the monitoring will be shared when they become available. A pre-placement bathymetric survey was completed in January; a post-placement survey will occur as well.

Cox Creek Expanded demolition is almost complete. Building 201 remains due to legacy polychlorinated biphenyl (PCB) concentrations. A sampling plan is being written to facilitate work with MDE and EPA. A base dike test occurred at Cox Creek to test the stability of dike widening and raising during expansion. The test also showed displacement of dredged material inside the DMCF, which will help with the accuracy of design parameters. Remediation of several "hot spots" will occur in the uplands at Cox Creek, once MDE approval is granted. Ms. Correale asked Mr. Kiernan to give the Committee a brief update on permits that will be required for expansion work at Cox Creek, which may require public hearings. Mr. Kiernan explained that a modification to the Cox Creek DMCF Discharge Permit will be requested from MDE so that water from a sediment pond in the upland demolition area can be drained into the existing DMCF and discharged into the Patapsco River. The application should be submitted to MDE in February 2017, and go out for public notice shortly after that. Mr. Kiernan also explained that as part of the construction of the Operations and Maintenance complex, to be constructed at the entrance of the Cox Creek facility, a joint permit application for non-tidal wetland impacts must be obtained. A pre-application meeting with MDE is scheduled in the next few weeks, at which they will discuss whether or not this activity will warrant public notice.

Ms. Correale told the Committee that at the Masonville DMCF, MPA is completing the design drawings for raising the dike to +18 ft MLLW; dike raising should start in summer 2017. Mitigation work will continue as required, and Mr. Trash Wheel is one part of those mitigation projects. Ms. Correale spoke about the Federal Lands Access Program (FLAP) grant that comes through the Federal Highway Administration. MPA was able to obtain a grant and is contracting a study to determine what type of access arrangements may be considered at Masonville to ease public access to the site. Mr.

Djiki added that the study has already begun and MPA expects to brief the public in the next couple months.

The liner installation at Pearce Creek is almost complete; the site should be ready to accept dredged material in October 2017. The water supply system, which pipes water from the town of Cecilton through the areas surrounding the DMCF, will have upgrades completed by spring 2018. MPA is working with the town of Cecilton to hook up permanent residents to the water first, hopefully by the time the placement site is open. The Philadelphia District USACE office will be providing bottled water to affected residents until that time.

The USACE will be inflowing into the Cox Creek DMCF sometime in March or April 2017. The inflow should take approximately two weeks, and the MPA hopes to schedule tours during that time.

7.0 Closing and Adjourn

Mr. Fran Taylor

Ms. Ashley stated the next Committee meeting is May 10, 2017. She mentioned that most of the presentations and information from this meeting can be found on the MPA GreenPort website. Ms. Ashley will also update the Committee about a field trip to be scheduled for the Committee members sometime during the summer 2017. Mr. Taylor adjourned the meeting and thanked everyone for attending.