

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

May 10, 2017 6:00 PM
2200 Broening Highway
Baltimore, Maryland

Attendees:

Angie Ashley Consulting: Angie Ashley
Association of Maryland Pilots: Jesse Buckler
Baltimore Metropolitan Council: Bala Akundi
Chesapeake Bay Foundation: Doug Myers
Cox Creek Citizens Oversight Committee (COC)/ South Baltimore Business Alliance (SBBA): Vince Glorioso
Citizen: Stacy Kimble
Baltimore County Department of Environmental Protection and Sustainability (DEPS): David Riter
EcoLogix Group: Steve Pattison
Fort Howard Community Association: Kathy Labuda, Scott Pappas
Maryland Environmental Service (MES): Jeff Halka, Rachael Gilde
Maryland Department of Transportation's Port Administration (MPA): Sergio Adantor, Dave Bibo, Chris Correale, Bertrand Djiki, Jim Dwyer, Kristen Fidler, Bill Lear, John Vasina
North Point Peninsula Coordinating Council: Fran Taylor
Patapsco Back River Tributary Team: Stuart Stainman
Turner Station Conservation Teams: Gloria Nelson
US Army Corps of Engineers (USACE), Baltimore District: Fred Kimble, Graham McAllister
Yacht Clubs of Maryland: Dick Bruns

Action Items:

- 1) The Maryland Port Administration (MPA) will distribute the Port factsheets that demonstrate the benefits of maritime commerce to the state's economy (i.e. jobs, state income) to Committee members upon request.
- 2) Committee members will submit any tour suggestions to Ms. Ashley.

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. All in attendance introduced themselves and their affiliated organizations. Minutes for the August 2016 and February 2017 meetings were approved.

2.0 Innovative and Beneficial Use

Ms. Kristen Weiss Fidler, MPA

Ms. Fidler stated she would be providing an update on the Innovative and Beneficial Reuse (IBR) program. She informed the Committee that hard copies of the documents referred to in her presentation were available. Documents available included: the Maryland Department of the Environment (MDE)

Draft Guidance Document & Technical Screening Criteria, frequently asked questions, and example scenarios.

Ms. Fidler reminded attendees about the Interagency Regulatory Work Group and its key findings, including that there was uncertainty within the regulated community with regard to reuse of dredged material. The work group looked at different best practices from model beneficial use programs throughout the country, noting permit or authorization formats for users of dredged material. Review showed that these model programs had their own dredged material reuse office or demonstrated strong partnerships between land, air, water, and waste within their MDE-equivalent regulatory agency. All successful best practices had a minimal set of technical criteria or standards for screening dredged material for an authorized or permitted end use. Based on those findings, the Interagency Work Group recommended that MDE develop technical screening criteria and guidance that is protective of human and environmental health, and addresses the appropriateness of dredged material (specifically including Baltimore Harbor channel dredged material) for various potential innovative and beneficial reuses, by the spring of 2017. The Dredged Material Management Program (DMMP) Executive Committee approved this recommendation in June 2016; a draft guidance document and technical screening criteria were developed and are available for public comment on the MDE website.

Ms. Fidler provided an overview of MDE's Draft Guidance Document & Technical Screening Criteria. She explained that the document clarifies MDE's existing regulatory authorities and approval processes, identifies specific contacts within MDE for each end use for dredged material, and includes detailed flow charts that demonstrate how to navigate approval processes for the various dredged material uses. The document contains guidance on dredged material sampling and analysis, such as the quantity and frequency of testing required. The document also specifies the risk-based sediment benchmarks using the U.S. Environmental Protection Agency's (EPA) regional screening levels for soil.

Ms. Fidler also discussed MDE's Facts About Fill Material and Soil Management Guidance document. This document contains guidance for a new fill material and soil management policy. Based on this guidance, dry dredged material could be used for fill or soil, based on testing and affiliated criteria. The criteria are broken down into four categories, which point to approved end uses of the material. Unlike in the past, dredged material can now be judged using fill and soil management standards rather than being restricted to dredged material management.

Ms. Fidler stated that these documents provide regulatory certainty and transparency for the private sector and the MPA. The documents demonstrate that protection of human health and the environment is paramount, and highlight an opportunity for recycling and resource recovery, which is a priority for the MPA. Innovative reuse of dredged material is also a major component of the overarching resource recovery goals for Maryland.

Ms. Fidler stated that, per the new Fill Materials and Management Policy, four categories were established for management of engineered fill or soil, including dredged material. She explained that Category 1 is appropriate for residential use (unrestricted), Category 2 is appropriate for non-residential use (restricted), Category 3 is appropriate for restricted use with a cap provided, and Category 4 is ineligible for reuse. Cox Creek material is currently classified as Category 2 material.

Next steps regarding the guidance document include getting the final draft out to stakeholders and interested parties to obtain feedback, including questions, concerns, and edits. The draft documents are

available at www.mde.maryland.gov/programs/Marylander/Pages/dredging.aspx. They are open for public comment through May 26; comments can be submitted by email to Mde_dredge.material_reuse@Maryland.gov. Responses to stakeholder and public comments are due to be released in June 2017. The estimated date to release the final document will be July 2017. Ms. Fidler stated that MDE considers this a living document that can change based on new technologies and end uses that have not yet been explored. She reiterated the importance of stakeholder support and public awareness in the process.

Mr. Lear discussed outreach activities that would continue to generate support for IBR. He mentioned that there is a photo contest highlighting port activities. The winning photo will be featured in the Port of Baltimore magazine. Photos can be submitted via social media on Twitter, Instagram, or Facebook with [#sedimenttosolutionsphotocontest](https://twitter.com/sedimenttosolutionsphotocontest), or email (dhens@menv.com). Mr. Lear emphasized how important public awareness and involvement is to the success of the Port of Baltimore.

Mr. Taylor asked how many groups MPA had reached out to and whether there had been any major issues or concerns. Ms. Fidler said that MPA reached out to their network of stakeholders through MPA, MDE, and State Highway Administration (SHA) in regards to information on the draft guidance documents. For community groups, MPA has only presented to the North Point Peninsula Coordinating Council. She noted public response has been very positive, though there have been requests for clarification regarding how the guidance document is used. Many people are interested in using the dredged material as fill and need assistance understanding that the majority of the information in the guidance document is background information. Ms. Fidler felt that the stigma surrounding Baltimore Harbor dredged material seems to have weakened, even in the last year, as a result of data collection and outreach.

Mr. Taylor stated that he has witnessed an increased awareness and interest in dredged material. The interest in facility tours has grown considerably from year to year.

Mr. Stainman commented that he was pleased to see state agencies working so well together. He inquired about the source, cost, and availability of dredged material once the guidance document was finalized in July. Ms. Fidler responded that all material must be tested prior to use. She noted the current plan was to utilize only the Cox Creek facility for IBR. MPA hopes to have a demonstration project using 3,000 cubic yards of available dry dredged material at Cox Creek in the near future. At this time, there is not a specified cost or material availability date. A business model for dredged material for IBR use is being evaluated, pending successful demonstration projects.

3.0 Port to Point Project

Mr. Bala Akundi, BMC

As explained in the August Citizens' Advisory Committee (CAC) meeting, the Port-2-Point (P2P) Working Group was initiated by the Freight Movement Task Force (FMTF), which is an advisory group to the Baltimore Regional Transportation Board (BRTB). The P2P Working Group has been tasked with leading and coordinating efforts to study access improvements between the Port of Baltimore (POB) and the TradePoint Atlantic (TPA) property (Sparrows Point) and opening a discussion on the subject involving all key stakeholders.

Mr. Akundi of the Baltimore Metropolitan Council (BMC) reviewed a list of the members of the P2P Work Group, which included BRTB, Maryland Motor Truck Association (MMTA), TPA, Maryland Department of Transportation (MDOT, including MPA, SHA, Office of Freight and Multimodalism,

Maryland Transportation Authority, and Office of Planning and Capital Programming), Baltimore County Department of Public Works, Baltimore County Office of Economic Development, and Baltimore City Department of Transportation. The goal of the P2P Working Group is to perform a traffic study to determine if there is adequate capacity for efficient truck movement along existing highway infrastructure surrounding the POB and TPA to accommodate the growth in container and induced (non-container, passenger, annual growth, etc.) traffic with minimal impact to communities.

Mr. Akundi explained that the study took into account normal growth of the area (1.5-2% growth annually) as well as future traffic coming out of TPA. Three tasks were specified in the study. The first task, data collection, was completed by BMC. Data was collected at several key locations in the form of turning movement counts, truck classification counts, signal timing, and observations. The second task, capacity analysis, used the data collected from the first task to examine existing conditions as well as projected future conditions in the year 2025, which is the timeframe in which TPA is scheduled to be fully developed. The third task, development of traffic forecasts, utilized the BMC travel demand model to predict the traffic that can be expected in the year 2025. This information was then compared to the data examined in the capacity analysis.

Mr. Akundi shared the study area with the committee. He reviewed the two most commonly used routes for truck traffic to the POB. Route one utilizes the Peninsula Expressway, while route two utilizes I-695 to Broening Highway. A majority of the traffic uses route one, most likely due to the high cost toll encountered on route two.

Mr. Akundi shared an image depicting intersection turning movement schematics that were generated by the study for AM and PM peak hour information. He explained that traffic engineers and planners utilize these schematics to analyze movements at intersections, and determine the level of service (LOS). LOS is a broadly accepted concept by traffic engineers and planners to categorize the characteristics of the traffic in an area. Traffic located in a specific area is quantified and assigned a grade. This grade assists planners to determine if a specific route is acceptable. Categories or grades range alphabetically from A (free flowing) to F (slow moving). Areas receiving a ranking of E and F are considered unacceptable, and changes must be made to alleviate congestion.

Mr. Akundi explained that LOS was determined for four key locations during this traffic study. He reiterated that an area with a LOS ranking of A, B, C, or D was acceptable, while an area with a ranking of E or F was unacceptable. Below are the determined LOS rankings for the five locations of focus in the study in both the morning (AM) and afternoon (PM).

- 1- Broening Highway and Holabird Avenue: AM LOS C, PM LOS C
- 2- Holabird Avenue at Delvale Avenue: AM LOS B, PM LOS B
- 3- Merritt Boulevard at Holabird Avenue: AM LOS C, PM LOS E
- 4- Merritt Boulevard at Peninsula Expressway: AM LOS C, PM LOS C

Mr. Akundi offered additional information regarding some of the study locations. Location 2 (Holabird Avenue at Delvale Avenue) had a significant amount of bus traffic due to three neighboring schools at both AM and PM peak times, in addition to truck traffic. Location 3 (Merritt Boulevard at Holabird/Wise Avenue) was not on either of the truck routes, but was dedicated for truck movement. This study site was included in case it was deemed necessary to limit truck movement to the two specified truck routes. Mr. Akundi stated that the data showed that there is capacity to absorb additional traffic at the four key locations that were studied, as well as the freeways and ramps associated with those locations.

Mr. Akundi then reviewed the findings for Seagirt Marine Terminal. Trucks began queuing around 9:00 AM at the terminal, with the maximum AM truck queue being 14 trucks. The queue extended approximately 1,000 feet back from the terminal cargo gate entrance. The majority of the trucks entering the terminal appeared to originate from Keith Avenue, with few port trucks traversing the other study roadways. At the PM peak time, the maximum truck queue was 3 trucks. Mr. Akundi noted that trucks exiting the terminal were primarily traveling north on Broening Highway, then traveling to Keith Avenue and Holabird Avenue. Trucks going to Holabird Avenue were primarily turning left to go north on Dundalk Avenue; crossing guards and school children were present at Holabird Avenue at Delvale Avenue.

Mr. Akundi concluded by stating that all roadways and ramps are currently operating at acceptable LOS thresholds. Based on this existing conditions analysis, there appeared to be adequate excess capacity to support growth in freight traffic on both routes. Although Holabird Avenue at Merritt Boulevard is affected by truck traffic and is operating at LOS E, it is not directly on the most commonly used truck routes. Altering the stoplight timing has brought this location to a LOS D, which is considered acceptable. The I-695 turnaround is heavily underutilized with only 9 trucks using it in the AM peak hour and 14 trucks using it in the PM peak hour. In existing conditions, the loop itself can accommodate an additional 400-450 trucks per hour without impacting the toll plaza. Traffic forecasts predict increased truck traffic from Seagirt Marine Terminal to TPA. This translates to 1,000 trips between those two points between 7 AM and 5 PM. The entire TPA development would result in 37,000 daily trips overall by 2025, taking into consideration employment, future employment, future jobs and housing. These numbers include container traffic, as well as background growth (UPS/FedEx truck traffic are built in to projected numbers).

Ms. Nelson asked how the roads will be able to support the capacity of increasing traffic. Mr. Akundi stated that when trying to answer this question, BMC ran three scenarios that considered possible uses of the two routes studied. In scenario one, all traffic used route one, and traffic was projected to be at an acceptable LOS. In scenario two, all traffic used route two, and the LOS was considered acceptable, although safety at certain intersections may need to be examined regarding how increased traffic is being directed. In scenario three, the traffic was split evenly between the two routes, and traffic was projected to be at an acceptable LOS. With the exception of the intersection at Holabird Avenue at Delvale Avenue, all traffic projects were projected to be at an acceptable LOS in 10 years.

Ms. Labuda asked whether the traffic estimates include all vehicles (i.e. cars and personal vehicles as well as trucks). Mr. Akundi confirmed that all vehicles were included.

Mr. Akundi stated that TPA has hired a consultant to do a master plan traffic study; the team running the study includes the SHA, Maryland Transportation Authority (MDTA), and Maryland Transit Administration (MTA). This study will provide additional analysis with greater detail.

Ms. Nelson stated that Delegate Robin Grammer proposed a bill that deals with alleviating some of the truck traffic on public roads. The bill would offer toll-free passage using the loop (route two). This route can fulfill the increased capacity. The bill will most likely be presented again next year. When it was originally reviewed, the Senate requested that MDOT conduct a more thorough study, in light of the loss of toll money. Truck traffic near schools as well as wear on infrastructure is a big concern.

Mr. Pappas stated that he advocated for the bill. In light of the number of trucks predicted, he is concerned about the wellbeing of the community, and how the use of traffic capacity will impact the quality of life for those around the truck routes.

Mr. Stainman questioned if the information presented by Mr. Akundi would be made available to Baltimore City and Baltimore County, as well as TPA, and the Chamber of Commerce, considering it may attract business to the area. Mr. Akundi confirmed that information would be disseminated to these groups. He noted that all organizations mentioned were aware of the study; however, the project is still in the data collection phase.

Ms. Nelson stated that there were additional concerns about air quality resulting from traffic, regarding both human health and environmental issues.

Mr. Pappas recounted that at another meeting, an insurance agent also expressed concerns about increasing car insurance rates resulting from increased traffic. He then expressed interest in organizing a town hall meeting regarding the effects of TPA activities on the surrounding community. He hopes to find an evening date to present information at the community level with the intention of sensitizing the public to the idea that a change is coming. He stated that he would look into whether a presentation from the Port would be relevant to the town hall.

4.0 US Army Corps of Engineers Update

*Mr. Graham McAllister and
Mr. Fred Kimble, USACE*

Mr. McAllister provided a brief update on general U.S. Army Corps of Engineers (USACE) tasks. The Fiscal Year (FY) 2017 maintenance dredging would most likely be completed by May 11, 2017. Plans for the 50-foot widening (Virginia and Maryland) are currently going through final review, and should be available to the public by late summer 2017. Mr. McAllister briefly explained that the project would increase the width of Maryland channels to be between 750 and 800 feet and Virginia Channels to be between 950 and 1,000 feet. Mr. McAllister closed by stating that the Masonville tipping fee study is currently being reviewed internally by USACE headquarters' staff. He added that comments are expected by the end of this month.

Adding to Mr. McAllister's update, Mr. Kimble stated that the Federal Dredged Material Management Plan should be finalized by early fall 2017. He explained that the plan would include a reanalysis of the need for Mid-Bay. He emphasized the need for support on this project to ensure its success. Much like Poplar Island, Mid-Bay will provide opportunities for ecological restoration and additional dredged material placement capacity. He explained that Mid-Bay has the potential to accommodate another 50 years of dredged material placement, which equates to an additional 95 million cubic yards. FY 2019 funding must be appropriated for the beginning stages of this project. The design process alone would take four years. The USACE would like to have Mid-Bay operational before placement activities cease at Poplar Island

Regarding the 50-foot widening study, Mr. Kimble reported that the environmental time-of-year restrictions as well as different dredging methods were being reviewed and analyzed. Results from the dredging analysis have indicated that either mechanical or hydraulic dredging could be utilized during the widening process. The widening study has a tentative public review timeframe beginning in August 2017. If the study and review remain on schedule, it should be finalized by January or February of 2018.

Mr. Kimble then moved on to discuss activities related to the Poplar Island expansion. Three expansion projects are currently underway at Poplar: the lateral expansion, the ongoing spillway modification contract, and the sand stockpile. He shared photos of the raised spillways, the Cell 1D and Cell 4C sand stockpiles, and construction of the new stone toe dike. Three dredging operations were active at the time of the photo, including one by Norfolk Dredging Company and two by Cottrell Contracting, Inc., a subcontractor for the lateral expansion contract. Currently, Norfolk has completed their work and Cottrell still has two active dredges working off the north end of Poplar Island.

Mr. Bibo commented that there was a large amount of activity occurring on the northern portion of Poplar Island at the time of the photo. In addition to work being performed by Norfolk and Cottrell, Great Lakes Dredge and Dock Company was unloading dredged material. With the increase of activity, meticulous coordination and planning was needed to avoid traffic jams. He stated that although a 700-acre area may seem like there would be plenty of space; much of the acreage is dedicated to uplands and the wetlands. For this reason, there was minimal space to stockpile materials for the spillway construction and the rock reefs. Though it took a large amount of coordination with so many entities being active at the island, the operations have been successful.

Mr. Kimble went on to show an image of the stone toe dike construction for the new wetland cell, followed by a view of sand being pushed out to the new dike. He concluded by stating the second expansion contract should go out to bid by the end of the FY. He stated that there are no foreseeable issues in awarding a second contract.

Mr. Myers asked about ongoing appropriations for Poplar in relation to any support that the Chesapeake Bay Foundation (CBF) can offer by lobbying to Congress. Mr. Kimble responded that there was little concern about funding for Poplar Island. He reiterated that the upcoming challenge would be appropriating funds for the Mid-Bay Project.

5.0 State of the Port

Mr. Jim Dwyer, MPA

Mr. Dwyer prefaced the state of the port by stating that trade is economy in motion. He emphasized that committees like the DMMP CAC are important because “freight does not vote”; public support helps to keep the Port-related economy strong.

Mr. Dwyer then reviewed the Port’s history. Because it can accommodate heavy loads and move them quickly, transporting cargo by water has occurred for a long time. The Port itself was established 90 years before the City of Baltimore.

Mr. Dwyer explained in the last 2,000 years, there have been three paradigm shifts in ship design and cargo movement: the first being mechanical propulsion, the second being steel ships (bigger and deeper ships created an additional greater need for dredging), and the third being containerization. At the advent of containerization, global business increased drastically. Before containerization, 14 people would move one pallet of cargo from a ship at a time; a ship would be in port for about 2 to 3 weeks. Now, one container holds dozens of pallets and can be offloaded in approximately a minute and a half.

Mr. Dwyer stated that moving goods by containers has decreased the cost of shipping materials so drastically, that it is inexpensive enough to ship water around the world as a viable business option, as opposed to drinking tap water, which is almost free by comparison. The railroads used to own most of the cargo terminals, but they lost their incentive to do business with the development of the interstate

highway system, which made trucking a viable option for transportation. As a result, in the 1950s, a lot of cities created port authorities.

Mr. Dwyer explained that the Port includes both private and public terminals. Private terminals handle bulk commodities like liquid bulk (petroleum products, chemicals, fertilizers) and dry bulk (coal, iron ore, grain, sugar, salt, gypsum). Public terminals handle general cargo like containers and automobiles.

In the past there were more domestic imports than global imports. Containerization and creation of larger ships has led to considerably more international cargo than domestic cargo. Because the road system has also been drastically improved, a lot of the domestic trade comes by truck or rail rather than by water.

Mr. Dwyer stated that over the last 12 years, the Port has had steady growth in tonnage of goods imported, with the exception of the recession in 2009. Last year the Port set a record with 10.1 tons of general cargo imported. The bulk of the money that is earned comes from goods that the public terminals host, such as containers and automobiles. For international cargo, the Port of Baltimore ranks as the ninth largest port in the country for value of cargo at \$50 billion dollars, fourteenth largest in the country for tonnage, and fourth largest on the East Coast for tonnage. The Port has been thirteenth and fourteenth for tonnage in the country for the last five or six years.

The Port of Baltimore has a global reach in exports. The number one export is coal which goes to Japan, Korea, China, the Philippines, and Europe. The Port exports to most continents. Exports total almost 32 million tons. Almost half of the tonnage of the Port's exports is coal. Other exports include general cargo, such as containers, construction equipment, and automobiles.

Mr. Dwyer stated that major imports in the Port of Baltimore include European vehicles, paper from Finland, wood pulp from Brazil, sugar, salt, and gypsum. He added that 800,000 lbs of sugar is imported. The amount of salt imported depends on the amount of snowfall in the previous winter. Because this past winter was so mild, imports of salt will be less this year. Gypsum has been declining since the housing decline of 2008 and 2009. Coal export peaked in 2012; 14 million tons of coal was exported in 2016. Most of the volume of the tonnage imported is in containerized goods, though there was significant cargo importing and exporting with Roll-on Roll-off ships (ROROs), forest products, steel, and automobiles.

Mr. Dwyer explained that in 2015, there was a labor dispute in the West Coast port industry. As a result of this dispute, retailers had the U.S. Department of Treasury do a study on the top 25 ports out of the 50 total U.S. ports regarding port efficiency in three categories: total tonnage, dry bulk, and containers. Retailers wanted to know the top three ports in all categories. Baltimore was one of only six ports in the U.S. that were in all three categories. Comparatively, out of the other 50 ports, 13 ports are in two of the three categories, and 31 ports are in only one of the three categories.

The Port of Baltimore has an active cruise terminal as well. Mr. Dwyer explained that two cruise lines offer roughly one cruise per week. Winter cruises are longer with a cruise every one and a half weeks. There are 90-100 cruises per year as well as port calls. The concept of cruises is an easy one for people to relate to, even though they are a relatively small portion of port activity in the Port of Baltimore.

Mr. Dwyer stated that recently MDOT and CSX submitted a grant to the U.S. Department of Transportation for Howard St. tunnel repairs, raising bridges, and lowering tracks to allow the CSX

railroad to get into Seagirt Marine Terminal. Mr. Dwyer stated that this action will most likely be integrated into the infrastructure investment policy. There is no need for a new tunnel.

Mr. Dwyer concluded that overall the Port of Baltimore ranks #1 in autos and light trucks, roll-on roll-off heavy equipment and imported sugar; ranks #2 in exported coal and imported salt; ranks #9 in the U.S. in the value of foreign cargo; and ranks #14 in the U.S. in foreign cargo tonnage. It provides many jobs for the local economy, specifically 13,650 direct jobs, 15,890 induced jobs, and 4,380 indirect jobs. It generates \$2.9 billion in wages and salaries annually, and \$310 million in state and local tax revenues annually. The average income for a Port direct job (\$61,877) is 16% better than the average Maryland salary. Cargo and cruise forecasts are positive, but not without challenges. The Port links Maryland and the Mid-Atlantic region to the global marketplace. The Port is an economic engine with a long record of sustaining jobs in Maryland for all skill levels.

Mr. Pappas stated that the SS John W. Brown is one of two historic Liberty ships in the country, and it is moored at Rukert Terminal. The only other Liberty ship is in California. He recommended visiting, stating that they provide living history cruises periodically.

Mr. Stainman commented that coal tonnage is a large proportion of port exports. He inquired about the dollar value associated with coal and how that compared to other commodities. Mr. Dwyer stated that he did not have an associated dollar value, but noted, relative to all of the bulk commodities combined, coal is only 6% of the overall income. Mr. Dwyer explained that coal is primarily used for steel making. The future for steel making is still viable, so coal will remain viable. He noted that Australia has had problems with steel making due to rainy seasons, and as a result local coal is still going strong. If China and Australia were to improve their steel making operations, they would provide competition for the U.S. steel-making operations.

6.0 Harbor Development Updates

Ms. Chris Correale, MPA

Ms. Correale stated that MPA has visited numerous elected officials in the last couple of months. She shared that Senator Chris Van Hollen took a tour of the Port, and seems to be very supportive. MPA also visited Senator Benjamin Cardin and his staff.

Ms. Correale stated that MDOT Secretary Pete Rahn, testified on May 3, 2017 to the Senate Committee on Appropriations, Energy and Water Appropriations Subcommittee regarding necessary support for Mid-Bay as well as other Port projects. In addition, on May 9, 2017 Secretary Rahn testified to the Senate Energy and Public Works Transportation and Infrastructure Subcommittee regarding the need for Mid-Bay as well as other USACE work that supports the Port. She explained that the USACE is constrained in their ability to lobby because they are part of the Executive Branch. They depend on the Port and stakeholders to lobby on their behalf as they must remain neutral as a requirement of their agency.

Ms. Correale described the challenge associated with the Mid-Bay project, which was authorized with the 2014 Water Resources Reform and Development Act (WRRDA). WRRDA states that if funds have not been obligated for construction within seven years of authorization, the project will be deauthorized, which would be detrimental to the Port. Although budgeting for Federal Fiscal Year (FFY) 2019 is occurring, it is not known if there will be funds for the Mid-Bay design process. The design process must be completed before funds can be obligated to project construction. MPA has asked elected officials to provide language that will either extend the seven-year limit to pursuing the Mid-Bay project which was

authorized in 2014, or to pose an alternative solution. MPA has requested such language from elected officials to avoid losing authorization.

Ms. Correale stated that she spoke with Bruce Coulson from Dorchester County, who will be writing letters to the Congressional Delegation of Maryland. The Congressional Delegation of Maryland has been tremendously supportive of this project throughout its consideration. Mr. Coulson will be speaking with the Dorchester County Commissioners and a letter may be forthcoming from them as well. Ms. Correale expressed great appreciation for the support from the entire delegation as well as the Dorchester County group and its commissioners. She reiterated that elected officials are very receptive to Port projects and that they will assist in securing the Mid-Bay project. The project is very important to the needs for dredged material placement for the 45 years after Poplar Island can no longer accommodate dredged material. Not only will the project restore wetlands to greatly benefit the Chesapeake Bay, the project will benefit the MPA in managing dredged material in a manner that will be beneficial to the environment. She echoed Mr. Dwyer's sentiments of the Port being an important economic driver in Maryland.

Mr. Myers questioned if Port factsheets were available. Ms. Correale confirmed this and offered to distribute them.

Mr. Taylor requested the appropriate language for stakeholders to use when expressing support for these Port projects. Ms. Correale responded saying that she could provide this information to the DMMP CAC members.

7.0 Outreach and Education

Ms. Kristen Fidler, MPA

Ms. Fidler stated that she was presenting on behalf of Ms. Katrina Jones. She followed with a brief of Harbor Development Outreach Team activities.

On Thursday, April 6, a Cox Creek Expanded Public Information Meeting was held at the Orchard Beach Fire Hall. Approximately 40 citizens attended the meeting to learn about Cox Creek and the related expansion activities as well as IBR. The team received great feedback and questions from attendees. On the following Saturday, 24 citizens, many of which were the same citizens who attended the meeting, then toured the Cox Creek Dredged Material Containment Facility (DMCF) and the adjacent Swan Creek Mitigation Wetland.

Also on Saturday, April 8, a citizens meeting was held in Cecil County. More than 100 citizens attended the 2-hour Pearce Creek DMCF citizens meeting to learn about the third phase in their potable water system installations.

Numerous industry meetings were held to discuss IBR over the past few months. In April, MDE held a public forum related to the Draft Guidance Document & Technical Screening Criteria, which was attended by a number of committee members. A spring Cox Creek DMCF tour also occurred. The tour gave interested community members the opportunity to view the Cox Creek facility and active dredged material inflow; 10 citizens were in attendance.

Ms. Fidler shared samples of games and outreach materials that are utilized when teaching the public about the Port, maritime commerce, environmental restoration, and education opportunities the Port

provides. She noted these materials were used by the Harbor Development Outreach Team when they attended multiple Earth Day festivals in April 2017.

Ms. Fidler shared that after attending community events, it is clear that many people lack a personal connection and understanding of the Port. At the Benjamin Franklin High School Earth Day festival, students had heard of the Port through the Masonville Cove Environmental Education Center, but lacked a basic understanding of the things that happen in the Port. When they learned about the cargo ships carrying commodities, it sparked the students' interest in available jobs. The Port wishes to build connections to a range of audiences. For this to successfully happen, it is imperative to understand how the Port's message resonates with different groups of people.

Ms. Fidler requested that the attendees consider the Port as a presenter at any upcoming community events, offering the displayed dynamic education tools with the hopes of connecting people to the port and teaching them what it has to offer for the people of Maryland.

8.0 Closing and Adjourn

Mr. Fran Taylor

Mr. Taylor thanked everyone for attending and invited all committee members to attend the following upcoming meetings and events.

- May 21 – Port Family Day (tours of the nuclear passenger-cargo ship NS Savannah on Pier 13, presence of port related groups, police and fire boats, tug boats, and the Pride of Baltimore II)
- DMMP CAC Tour (date TBD) – Potentially Poplar Island (all tour suggestions should be submitted to Ms. Ashley)
- August 9, 2017 – DMMP CAC meeting