

FINAL DRAFT
SUMMARY OF THE PORT OF BALTIMORE
HARBOR SAFETY AND COORDINATION COMMITTEE MEETING
March 11, 2020 10:00 AM
Association of Maryland Pilots
3720 Dillon Street
Baltimore, Maryland 21224

Attendees:

Assedo Consulting, LLC: Odessa Phillip
Association of Maryland Pilots (AMP): Captain Jesse Buckler,
Baltimore Gas and Electric (BGE): Jim Burkman, Bonnie Johansen, Geoff Thomas
Century Engineering, Inc.: Jeff Brown
Gahagan & Bryant Associates (GBA): Brian Newbury
Maryland Department of Transportation Maryland Port Administration (MDOT MPA): Ryan Barry, , Dave Bibo, Jim Dwyer, Kristen Fidler, Holly Miller, Mike Miller, Dominick Scurti
Maryland Environmental Service: Virgil Ketner, Mindy Strevig
Maryland Transportation Authority (MDTA): Eric Metheny
McLean Contracting: Ben Frank, Jay Musser
Moffatt & Nichol: Mehedi Rashid
Moran Towing Corporation: Nathan Hauser
National Weather Service (NWS): Brandon Fling
National Oceanic and Atmospheric Administration (NOAA/PORTS): Christopher DiVeglio
National Oceanic and Atmospheric Administration (NOAA) Office of Coastal Survey: Edward Owens, Starla Robinson
Sargent & Lundy: Michael Levy
U.S. Army Corps of Engineers (USACE), Baltimore District: Linda Lewis, Graham McAllister, Jeremiah Spiga
U.S. Army Corps of Engineers (USACE), Philadelphia District:
U.S. Army Corps of Engineers (USACE), ERDC – CNL:
U.S. Coast Guard (USCG), 5th District: Jerry Barnes, Gary George
U.S. Coast Guard (USCG), Headquarters: Samuel Dawes
U.S. Coast Guard (USCG), Investigations Division: Leslie Downing
U.S. Coast Guard (USCG), Sector Maryland – National Capital Region (MD-NCR): Fred Dolbow, Matt Fine, Ron Houck, Ben Mazyck, Courtney Perry, Chris Runt, Evelyn Samms
U.S. Coast Guard (USCG), Port Recovery: Jeff Dolbow

Action Items

Philadelphia District – USACE

P2 – Consideration of Arnold Point emergency anchorage/turning basin. *(Ongoing) (No update)*

Baltimore District – USACE

B2 – Coordinate with the USACE Norfolk District regarding removal of obstructions south of Rappahannock. *(Ongoing –12/2019 update- Mr. Spiga stated that the areas of the two (2)*

36' obstructions and the 28' obstruction were surveyed. The surveys confirmed the existence of the 28' obstruction that is about 1.5 miles east of the 40 Buoy but were not able to confirm the existence of the two (2) 36' obstructions in the flats between Portsmouth Channel and the Rappahannock Channel. It was noted that all three obstruction spots are outside the federally maintained navigation channels so federal funding to remove any of these obstructions would be unlikely.)

B6 – Deepen one of the Harbor anchorages to 50'. *(Long-term request - No updates)*

USCG Sector Maryland – National Capital Region

C5 – Construct upper reach York Spit Channel range lights to be positioned below York River Channel. *(No Update - On hold due to 50' Widening Study; completion of lights scheduled for 2020.) (No update)*

C26 – Discuss relocating and rebuilding of Craighill Channel Range with the MD Pilots. *(Ongoing and on schedule to be completed 2021. Update - Report received on October 20, 2019 that the roof of the Range Rear Light had collapsed. Aids to Navigation Team (ANT) Baltimore investigated and found no damage to the interior of the structure or lantern room. The USCG believes the outer sheet metal roofing has come loose, but their personnel have not been able to access it. Contracting may be necessary to gain access and repair the roof.) (No updates for construction)*

C30 – Put together a sub-committee to aid in bridge air draft issues; *(Ongoing - The subcommittee recommends a "Safety Factor" of two (2) feet ten (10) inches from structural steel for commercial vessels transiting the Bay and Key Bridges. The subcommittee will formalize the recommendation for inclusion in port guidance and business rules. The last subcommittee meeting was held on 1/10/2020, where the subcommittee is still vetting language for the "port guidance" with regards to the safety factor and exceptions, as well as locations for additional sensor locations and modifications to current location of the navigational lights on the Key Bridge.)*

MDOT MPA

M6 – Evaluate the possibility of dredging in two (2) areas around the Seagirt Marine Terminal to address areas of concern identified by the MD Pilots as pinch points: an area around 3SW Buoy turning into Seagirt and widening an area off Buoy 1C in Colgate Creek. Priority would be area off Buoy 1C in Colgate Creek. *(Ongoing – MDOT MPA will apply for additional permit modification after current Harborwide permit modification is complete.)*

General Action Items

- Mr. Kaiser will notify MDOT MPA when the meeting with Maryland Department of the Environment (MDE) at Pearce Creek will be held. *(Ongoing- Mr. Kaiser stated that the next meeting with MDE will happen after the next holiday cycle but the date has not been confirmed. Mr. Kaiser will update the HSC once the meeting with MDE is scheduled.)*
- Mr. Kaiser will provide an update on the bridge repair contracts at the 12/11/2019 meeting. *(Update: Demobilization is beginning from the St. George's Bridge over the C&D Canal. The Chesapeake City Bridge is the next bridge in need of structural repairs. Contract development for repairs is ongoing with expected design completion by summer 2020 and contract award in fall 2020. Repairs appear to consist of structural steel repairs. Construction sequencing will minimize lane closures and avoid air draft restrictions.)*
- Mr. Houck will send Mr. Bibo an email with Fleet Week details and logistics. *(Event organizers have previously stated Fleet Week 2020 is scheduled for September 9-13, 2020 (Wed-Sun). Event organizers reported the following: (1) the air show could be the biggest ever for Baltimore, coinciding with the 75th Anniversary of the end of World War II, (2) the performers could include both the Navy's Blue Angels and the Air Force's Thunderbirds, (3) no air box changes are anticipated, and (4) the planning kickoff, Concept Development Conference, will be held at Naval Operations Support Center (NOSC) Baltimore on December 18, 2019. The Air Show application has not been received. The fourth Air Show Baltimore planning meeting will be held on 3/17/2020. The air show practice and performance are expected during September 10-13, 2020, Also, the annual Defender's Day fireworks is expected on 9/12/2020.)*
- CDR Samms will verify with USFWS the window for osprey nest removal from the range lights under the 2020 permit. *(Mr. Runt confirmed that the permit acquired by the USCG includes fifty (50) osprey nests and one hundred (100) cormorant nests on the range lights. USCG will be able to correct ranges during the active nesting season (prior to September 1, 2020. The permit is not applicable to any other aids so buoys and more minor lights/day beacons will need to wait until September 1st of each year. Those are considered on a case-by-case basis, and USCG could request permits for individual aids with active nests, if necessary, which is a thirty (30) day process.)*
- CDR Samms will provide a contact for Capt. Buckler to follow up on the process to move the lift bridges off the VHF-FM Channel 13 position to another VHF-FM channel. *(Ongoing- Mr. Barnes stated a solution to reduce the number of bridge-to-bridge users on VHF Channel 13 is being examined by the USCG 5th District. Consideration is being given to an outreach campaign including signage education for recreational mariners to use VHF-FM Channel 68. A solution to reduce the number of bridge-to-bridge users on channel 13 is being examined by the 5th District (bridges) and C4ITSC in Norfolk. The District's Bridge Branch may require the*

installation of a sign on drawbridges, on the upstream and downstream sides, indicating that the bridge is equipped with and operates a VHF radiotelephone. The preferred calling channel should be shown in the lower left quadrant and the preferred working channel should be shown in the lower right quadrant. C4ITSC recommended having two frequencies, one for recreational (possibly move to channel 68) and channel 13 for commercial.)

- NOAA will arrange for ENC chart instruction to the USCG and/or to the Harbor Safety and Coordination Committee. - *Ongoing*
- CDR Samms will investigate the possibility of noting either the daytime or nighttime signal when reporting discrepancies (particularly with the range lights north of the Bay Bridge) that are broadcast to the Local Notice to Mariners. (*Update: BOSN Runt contacted Capt. Buckler and Capt. Lieberman to follow up. Regarding Day/Night optics, the Broadcast Notice to Mariners (BNM) process gives the USCG some flexibility on writing in what the BNM states. USCG command center was asked to include the requested information, and to include it on their notification to the responding Aids to Navigation (ATON) team. Quality of the BNM's are monitored for optics issues. As for the Local Notice to Mariners (LNM), USCG 5th District LNM Manager sent an e-mail to USCG Headquarters asking to have that optics option built into the program. The system runs off drop-down menus and currently has no option for day and night optics. It was noted that with technological advances, the need is becoming greater for this option to be added.*)
- Mr. DiVeglio will provide a status update for Capt. Buckler regarding upgraded sensor for the Northeast Tower. (*New*)
- Mr. Dolbow will send an email with his contact information for anyone who wishes to participate in the USCG's Preparedness Response Exercise Program (PREP) with a requested response date.
- Mr. Runt will send Miss Johansen the information needed for applying for the USCG's Private Aids to Navigation permit for the geophones and the monopole base lighting.
- USCG is advertising a proposal to discontinue Worton Point Light, Howell Point Light, and Arnold Point. These lights predate the ranges and current configuration of lighted channel buoys in the area. To submit comments please see the article in the Local Notice to Mariners.
- The USCG has awarded the contract to remove Hambrooks Bar Warning Light in the Choptank River.
- The USCG has begun seasonal buoy changes earlier than usual this spring, considering the mild winter and lack of ice this year.

Statements for the Record

1.0 Greetings and Introductions

Dave Bibo, MDOT MPA

- Mr. Bibo welcomed everyone and called the meeting to order.
- Attendees, present and on the conference call line, introduced themselves and stated whom they represent.
- Mr. Bibo asked everyone to sign in and asked new attendees to add their email to the sign in sheet if they would like Harbor Safety and Coordination Committee (HSC) updates and summaries.
- Mr. Bibo introduced the team from Baltimore Gas and Electric (BGE) as the first topic item and noted the remainder of the formal HSC meeting would continue after the BGE presentation on the Key Crossing Project.

2.0 U.S. Coast Guard (USCG), Sector Maryland – National Capital Region (MD-NCR):

Fred Dolbow

- Mr. Dolbow presented the USCG's PREP (Preparedness Response Exercise Program) simulation for a scenario where Silver Beam, a roll on/roll off (RO/RO) M/V with twenty three (23) crew members capsized on 10/13/2020 and grounded outside the main shipping channel near Craighill Channel. 2020 will be a Tabletop exercise and 2021 will have the full scale exercise. Initial Planning Meeting is scheduled for Wednesday 4/29/2020, The midterm planning meeting date has yet to be determined, the final planning meeting is scheduled for 9/22/2020, and the Tabletop Exercise is scheduled for 10/14/2020. Mission areas will focus on mitigation, response, and recovery/salvage.
- The objectives include: Notifying all applicable stakeholders and establishing Unified Command (State of Maryland, USCG, and responsible party), performing any necessary Search & Rescue, demonstrating ability to assemble and deploy firefighting resources in Vessel Response Plan (VRP) demonstrating ability to identify and protect environmentally sensitive areas, performing decision-making processes to mitigate discharge of product, demonstrating ability to assemble and deploy salvage in accordance with VRP, restoring functionality of Marine Transportation System (MTS) infrastructure to facilitate resumption of commerce, demonstrating ability to form a Joint Information Center (JIC) and disseminate information to the public.

3.0 Baltimore Gas and Electric (BGE)

Jim Burkman, BGE

Bonnie Johansen, BGE

Michael Levy, Sargent & Lundy

Odessa Philip, Assedo Consulting, LLC.

Geoff Thomas, BGE

- Ms. Johansen introduced herself as the manager of large projects at BGE. The BGE Key Crossing Project will install eight (8) monopole towers, two (2) inland towers and six (6) waterside towers for the purposes of replacing the existing underground facilities. These 230 kV transmission lines will run adjacent to the Key Bridge. The construction of this project will take two (2) years to complete once permits are finalized. BGE anticipates resolution from both the Maryland Public Service Commission and the tidal wetlands license approval from the Board of Public Works by end of March 2020. Construction is expected to start July 2020.

- The Maryland Public Service Commission (PSC) has given conditional approval for the Certificate of Public Convenience and Necessity. Expecting to get the written order on 3/16/2020. The other two (2) permits expected are the Board of Public Works (BPW) permit and the USACE permit.
- Miss Johansen introduced the marine construction contractor as McLean Contracting Company.
- Test Piling Program starts in early May 2020. Construction of production piling starts in August 2020, monopole erection will start in July 2021, and construction is expected to be completed by April 2022.
- Installation of geophones will be approximately 10 ft. above Mean High Water (MHW). They will be coated with either white or yellow and with a USCG approved lighting system. These lights will be kept for the duration of the vibration monitoring. They will be used to ensure that the vibrations from construction will not affect the existing utility trench.

4.0 Approval of Summary for Record

Dave Bibo, MDOT MPA

- Mr. Bibo asked for a motion to accept the September meeting summary. The motion was put forth and the summary was accepted.

5.0 U.S. Coast Guard: Fifth District/Sector Maryland – National Capital Region (USCG MD-NCR)

Jerry Barnes, USCG 5th District
Ron Houck, USCG MD-NCR
Chris Runt, USCG MD-NCR

- Mr. Barnes confirmed the USCG 5th District and USCG headquarters are working to resolve the VHF-FM Channel 13 issues raised previously by the MD Pilots. It is believed the issue could be resolved with signage and education directing commercial mariners to use VHF-FM Channel 13 and recreational mariners to use VHF-FM Channel 68. Outreach campaigns are being considered to convey this clarification.
- Mr. Runt previously remarked the right of entry permit was signed on 11/27/19 which gave the USCG permission to construct a roadway to access the site of the Back Creek Range Front and Rear Lights to begin building the new structure. Once the rear tower is built, the USCG *Cutter Sledge* will build the front tower for a fully functioning Back Creek Range. CEU Cleveland notified on 2/4/2020 that the contract would be awarded soon and that work is to begin on the new rear light this spring.
- Mr. Runt previously remarked the Brewerton Range Rear Light is currently blocked by trees. As of 3/2/2020, USCG was able to convince Baltimore City Forestry to move forward with removing the obstructing trees. A schedule will be provided once the work is coordinated.
- It is anticipated the USCG 5th District domestic ice operations will complete on 3/31/2020. No notable ice-related waterway events have occurred this winter.
- In support of the U.S. Navy, the Captain of the Port (COTP) will establish and enforce a temporary security zone, from 0800 hours on 3/25/2020 to 1800 hours on 3/31/2020, at the Anchorage for Deep Draft Naval Vessels near Annapolis.
- The following maritime marine events applications have been received: Bay Bridge Paddle and The Great Chesapeake Bay Swim. Bay Bridge Paddle is slated for 6/6/2020 and The Great Chesapeake Bay Swim in slated for 6/14/2020.

- Two (2) USCG notices were published in the Federal Register on 11/29/19. Docket USCG-2019-0822 is a notice of inquiry to establish two (2) new regulated anchorages in the Atlantic Ocean in the vicinity of the entrance to the Delaware Bay and River as potential wind energy leases would remove traditional unregulated anchorage areas from use. Docket USCG-2019-0765 is a notice of proposed rulemaking to establish four (4) safety zones for waters of the Patapsco River, Chesapeake Bay, and Potomac River primarily for USCG training purposes.
- Mr. Barnes previously remarked that in the Mid-Atlantic region, the USCG has several waterway analysis and management system (WAMS) review studies that are in progress or under review at the district level and as a result some changes are being implemented. Studies are being done for the Atlantic and Gulf Coast Seacoast System (AGCSS), Upper Potomac River, MD, Chesapeake Bay Approaches and Entrance Channels, VA, James River, VA, Beaufort Inlet, NC, and Harkers Island and Shackleford Banks, NC. Locally, USCG MD-NCR completed the Upper Potomac River WAMS and as a result USCG 5th District is implementing changes which include removal of bells, gongs, and whistles, provision of landfall lights with an operational range of five (5) nautical miles from the 30 foot curve, and charting of hazards 30 feet or less in offshore shipping lanes. In addition, the USCG 5th District analyzed the Automatic Identification System (AIS) traffic for several years and segmented that by draft. The USCG is also investigating year-round ice holes in the Potomac River which would allow the USCG to significantly reduce their servicing costs. These assessments will be finalized, reviewed by the commandant for approval, and then provided to MDOT MPA for additional feedback. No substantial update as of date of this meeting.
- USCG MD-NCR and USCG 5th District are busy with the permitting and risk assessment portions of the offshore wind projects. New Jersey more than doubled its target for offshore wind energy production under Executive Order (EO) 92, which raises New Jersey's goal from 3,500 MW of offshore wind energy generated electricity by 2030 to 7,500 MW by 2035. Garden State Offshore Energy I project (offshore north Delaware) submitted a Site Assessment Plan (SAP) on 7/25/18 and the Construction and Operations Plan was due to the Bureau of Ocean Energy Management (BOEM) by 6/1/19, but the BOEM approved a term extension for the lessee. Orsted is actively conducting site characterization activities and FLiDAR (Floating Light Detection and Ranging) buoy deployed 1/23/2020. Project is expected to be operational in 2023. Dominion Energy (offshore Virginia Capes) has the SAP approved 10/12/17 and the COP is due by 2022. The project plans to install 220 turbines capable of generating 2,640 MW of electricity by 2026. This will be accomplished in three (3) phases, 880 MW each, in 2024, 2025, and 2026. US Wind project (offshore Maryland) has its SAP approved in 3/22/18. The meteorological tower installation was delayed and will be installed 15.5 miles east of Ocean City, MD, and 6.5 miles south by southwest of Delaware Lighted Buoy D. US Wind anticipates submitting COP to BOEM early 2020. Coastal Virginia Offshore Wind project currently has onshore construction ongoing and offshore construction begins April 2020 and will be completed by July 2020. The plans include turbines, two (2) six (6) MW, 0.6 nautical miles (nm) apart. Ocean Wind project has its SAP approved 5/17/18, COP submitted 8/15/19, and the Nav Safety Risk Assessment is currently under review by USCG 5th District/Sector Delaware Bay. Orsted plans to install 92 turbines (12 MW each) capable of generating 1,104 MW. Atlantic Shores project anticipates submitting their SAP by December 2019 and the COP by 2021. Kitty Hawk project began SAP surveys the week of 9/23/19. The SAP is expected by winter 2019 and the COP is anticipated in 2021. The Skipjack Offshore Energy project (offshore Delaware-south) had the southern portion of the lease assigned to Skipjack Offshore Energy at the request of Garden State Offshore Energy

and approved by BOEM on 6/12/18. This will include up to sixteen (16) wind turbines (8-12 MW each) spaced 0.7 to 0.87 nm apart with up to one (1) offshore sub-station. COP was submitted July 2019 and operations is anticipated for 2022. The New York/New Jersey Ocean Grid Project would entail the construction, installation, and operation of an offshore transmission system of approximately 185 nm of submarine cable on the Outer Continental Shelf (OCS) and approximately 118 nm of submarine cable on State submerged lands to deliver offshore wind energy generation to the onshore electric grid. On 6/19/19, BOEM published a Request for Competitive Interest.

- In 2017, PSC awarded both Orsted and US Wind Offshore Wind Renewable Energy Credits (OREC) for 120MW each, and Orsted and US Wind agreed to invest \$115 million in port infrastructure and steel fabrication facilities in Baltimore. Maryland estimated the projects would create 9,700 full time equivalent (FTE) jobs and result in more than \$2 billion of economic activity for the state.
- The Virginia Clean Economy Act doubles the amount of offshore wind expected from the state’s major utility, Dominion Energy, to 5.2 GW by 2034, calling for the offshore wind to be built in two (2) phases, 2.6 GW by 2030 and another 2.6 GW by 2034.
- In January 2020, Orsted and Virginia Port Authority signed a lease agreement that allows Orsted to use Portsmouth Marine Terminal for the Coastal Virginia project, as well as for staging materials and equipment from Orsted’s other east coast projects. If fully executed, the agreement is worth \$13 million in lease payments and results in site upgrades of \$20+ million for cranes and improvements to ensure the terminal’s heavy load capacity.
- In February before the Virginia legislature, Siemens-Gamesa’s head of government affairs testified that the company was actively examining a \$200 million turbine blade manufacturing factory in the Hampton Roads area, in either North Carolina or Virginia. The new plant would employ 750 people and would most likely serve the initial purpose of supplying the the three-phased 2.6 GW Dominion Energy project.
- The Air Gap Subcommittee, comprised of members from AMP, USCG, MDTA, NOAA, and MDOT MPA, recommend the HSC establish a clearance safety factor of 2’ 10” below the structural steel of the Bay Bridge east and west spans and for the Key Bridge. Mr. Hauser considered that the port guidance would be a well-known safety factor that would be considered a best practice and pilots would likely adhere to this port guidance as best as possible. Mr. Houck questioned if the HSC would be notified of any deviations from the port guidance. Mr. Bibo and Mr. Nielsen explained that the communication protocols would be discussed at the next subcommittee meeting. A possible noted exception to the port guidance could be the upcoming crane delivery for Seagirt Berth 3. Mr. Bibo called for the HSC to endorse the term port guidance when considering the 2’ 10” clearance recommendation and the motion was accepted.

6.0 U.S. Army Corps of Engineers, Philadelphia District (USACE Philadelphia) Updates

Graham McAllister, USACE Philadelphia

- USACE Philadelphia District could not attend since they were at a Bridge Summit so USACE Baltimore relayed updates.
- Great Lakes Dredging and Dock (GLDD) completed the C&D Canal and Approach Channels Dredging Contract (\$12 million) and removed 550,000 cy of material and placed it at the Pearce Creek DMCF.

- USACE Philadelphia District is looking to schedule a meeting with the MDE in April 2020 to continue coordination with both MDE and MDOT MPA.

7.0 U.S. Army Corps of Engineers, Baltimore District (USACE Baltimore) Updates

Graham McAllister, USACE Baltimore

Jeremiah Spiga, USACE Baltimore

- GLDD moved from the USACE Philadelphia District work to the Maryland Approach Channels and will remove 1,500,000 cy of material from the Brewerton Eastern Extension. GLDD will move from there to remove 1,000,000 cy from the Tolchester Channel. All of this material will be placed at Poplar Island DMCF. From there they will move to the Baltimore Harbor where they will remove approximately 600,000 cy from the Brewerton Channel, Brewerton Angle, and the East Channel of the Northwest Branch and will be placed at the Masonville DMCF.
- USACE and MDOT MPA were able to come to an agreement about the Masonville Tipping Fee, which will be in place going forward. The maintenance contract work is expected to be completed late June 2020. The options for the Harbor material were awarded 3/10/2020 which brings the total contract cost to \$38.3 million.
- Awarded maintenance dredging contract February 2020 for the York Spit Channel to GLDD for 2,600,000 cy. This work will be conducted by hopper dredges and should start at the end of April 2020 and will be completed by the end of August 2020 and will be placed at Wolf Trap Alternate Placement Site Northern Extension.
- USACE, Baltimore District is expected to elicit for maintenance dredging of the Maryland Approach Channels in Summer 2020 with material to be placed at Poplar Island. Award of this contract is anticipated in September 2020.
- USACE, Baltimore District is expected to elicit for 1.2 million cy of Cape Henry maintenance dredging material that will be taken to the Dam Neck Open Water Placement Site. This contract is expected to be awarded in October 2020.
- The President's budget request for FFY 2021 included \$20.085 million for the Baltimore Harbor and Channels projects.

8.0 NOAA/NOS/NWS Updates

Christopher DiVeglio, NOAA/NOS/PORTS

Ed Owens, NOAA – Coast Survey

Brandon Fling, NOAA/NWS

- Mr. DiVeglio commented that the Air Gap data has continued to flow with little interruptions and has been passing quality control checks. Data is eighteen (18) minutes old or less when it enters the database. Data returns have been at 99.9% for the Bay Bridge, 99.9% for Chesapeake City, and 98.2% for the Key Bridge.
- NOAA Field and Engineering teams have scheduled a reconnaissance mission on 3/24/2020 for a second Bay Bridge Air Gap system.
- Cove Point MET sensor's wind data was brought back online 3/10/2020 since the roofing project was completed there. The Cove Point current meter should be brought back online in the next couple of weeks.
- Rappahannock Shoal LB 60 current meter had issues with the buoy which caused the buoy to be removed.
- NOAA is in the process of mitigating some of the communication issues with the wind data

at the Francis Scott Key Bridge Northeast Tower. They were able to get a separate power setup for the IP modem and are in the process of working with MDTA to tie some of the systems into the AC power.

- Mr. Owens remarked that there are 22 electronic nautical charts (ENC) that have been reschemed from Philadelphia up to Trenton. There are 9 more ENC's that are undergoing review and testing, and they are in the Chesapeake Bay and Delaware region.
- Mr. Owens remarked that there would be contract survey work at Mid-Chesapeake near Eastern Bay in order to update the outdated data at that location. A system called Hydro Health looks at the age of data supporting the ENCs, which drives a lot of NOAA's projects. Surveys that started last year near the Chesapeake Bay Bridge tunnel are expected to be complete by Spring 2020. Surveys will take place in the water near Solomons Island and Solomons Island itself later in 2020.
- Mr. Fling remarked that it was a record warm winter and one of the least snowy winters on record. Baltimore observed 1.8 in. of snow and Washington D.C. observed 0.6 in. of snow. Baltimore recorded 0 in. of snowfall for February 2020. Mr. Fling commented that Spring 2020 will have temperatures above normal and conditions will be wetter than normal according to the Climate Control Center.
- Mr. Fling remind the HSC that cold water is one of the leading hazards for weather related fatalities and 20% of those who fall in water 45°F or less can die within first few minutes of immersion from cold water shock. Even the strongest swimmers will lose muscle control within 10 minutes and body heat is lost 25 times faster in cold water than it is in cold air. He directed the HSC to check weather.gov/safety/coldwater for more details.

9.0 Maryland Transportation Authority (MDTA) Updates

Eric Metheny, MDTA

- Mr. Metheny remarked that the requested survey for the westbound portion of the Bay Bridge is expected to be received by Mid-March 2020 and MDTA will process the data immediately. They requested that the Key Bridge lights be raised to comply with regulations for spacing of the lights. The other lower lights will have to be adjusted as well in order to stay in compliance.
- Mr. Metheny remarked that the 3/24/2020 NOAA reconnaissance trip is subject to changes due to weather and estimated a 50% chance that it might have a no-notice cancellation.

10.0

Association of Maryland Pilots (MD Pilots) Updates

Captain Jesse Buckler, MD Pilots

- Capt. Buckler had minimal updates and commented the permit to remove osprey nests off of the rear range lights will be in the upcoming Spring 2020.

11.0 Maryland Department of Transportation Maryland Port Administration (MDOT MPA) Updates

Dave Bibo, MDOT MPA

- Mr. Bibo remarked that the following projects will be going to the Masonville DMCF: USACE maintenance work, McLean's dredged material from Fleet Week (anticipated in May to June 2020), and Seagirt Berth 3 Dredging Project. Seagirt Berth 3 Dredging Project has an

optimistic start for dredging would be December 2020 contingent on the crane delivery from China being delayed due to the Covid-19 outbreak, time of year restrictions, and landside work. This is being coordinated with Ports America Chesapeake (PAC).

Comments/Adjourn

Dave Bibo, MDOT MPA

- Mr. Bibo thanked the Maryland Pilots for hosting the meeting. The 2020 meeting schedule is 6/10/20, 9/9/20, and 12/9/20.