FINAL DRAFT
SUMMARY OF THE PORT OF BALTIMORE
HARBOR SAFETY AND COORDINATION COMMITTEE MEETING
March 13, 2019 10:00 AM
Association of Maryland Pilots
3720 Dillon Street
Baltimore, Maryland 21224

Attendees:

Association of Maryland Pilots: Captain Jesse Buckler, Captain Eric Nielsen
Chesapeake & Interstate Pilots: David Lieberman
Gahagan & Bryant Associates (GBA): Brian Newbury
Maryland Department of Natural Resources: John Gallagher, Mike Simonsen
Maryland Department of Transportation Maryland Port Administration (MDOT MPA): Chris Correale, Holly Miller, Dominic Scurti, John Vasina
Maryland Environmental Service: Olivia Gulledge
Maryland Transportation Authority (MDTA): Tekeste Amare
McLaren Engineering: Ray Fusco
National Weather Service (NWS): Jeremy Geiger, Isha Renta
National Oceanic and Atmospheric Administration (NOAA): John Stepnowski, Michael Michalski
National Oceanic and Atmospheric Administration (NOAA) Office of Coastal Survey: Anthony Klemm
Ørsted: Joy Weber
U.S. Army Corps of Engineers, Baltimore District: Kevin Brennan, Kevin Mainquist
U.S. Army Corps of Engineers, Philadelphia District: Susan Estes, Gavin Kaiser, Jeffrey May
U.S. Coast Guard (USCG), Sector Maryland – National Capital Region (MD-NCR): Matt Fine Ron Houck, Joe Loring, Chris Runt, Evelynn Samms
U.S. Coast Guard (USCG), 5th District: Hannah Giovanni

Action Items

Philadelphia District – USACE

P2 – Consideration of Arnold Point emergency anchorage/turning basin. *(Ongoing)*

Baltimore District – USACE

B2 – Coordinate with the USACE Norfolk District regarding removal of obstructions south of Rappahannock. *(Ongoing – MD Pilots clarified that this refers to the two 36' obstructions in the flats between Portsmouth Channel and the Rappahannock Channel and a third 28' spot that is about 1.5 miles east of the 40 Buoy.)*

B6 – Deepen one of the Harbor anchorages to 50'. *(Long-term request)*

B7 – In place of eHydro, surveys will be posting on the Baltimore District websites to ensure accessibility.

USCG Sector Maryland – National Capital Region

C5 – Construct upper reach York Spit Channel range lights to be positioned below York River Channel. *(On hold due to 50' Widening Study; completion of lights scheduled for 2020)*

C6 – Evaluate traffic separation scheme (TSS) at Smith Point. *(Ongoing)*

C11 – Change anchorage regulations and coordinates for Baltimore Harbor in Upper #3, Lower #3, and #4 Anchorage to match USACE and MDOT MPA request; a notice of proposed rulemaking is coming. *[Ongoing – the final draft rule was sent from the Fifth District Legal Office to District 5 (DPW) for review and approval. The regulation was sent back to District 5 to address environmental requirements.]*

C26 – Discuss relocating and rebuilding of Craighill Channel Range with the MD Pilots. *(Ongoing and on schedule to be complete 2021)*

C30 – Put together a sub-committee to aid in bridge air draft issues.

BGE

B1 – Provide PDFs to interested parties of as-built drawings for the Key Bridge surveys conducted recently.

B2 – Power line relocation is being reviewed by MDOT MPA Real Estate and Engineering Departments.

MDOT MPA

M2 – Provide list of contacts for potential large vessel logistics sub-committee.

M5 – Review and update the GreenPort of Baltimore website to remove any outdated information. Determine if the meeting summaries will be uploaded to the site. *(Ongoing)*

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 Berth 1C in Colgate Creek. Priority would be area off Berth 1C in Colgate Creek. *(Ongoing – MDOT MPA will apply for additional permit modification after current Harborwide permit modification is complete.)*

General Action Items

- Ms. Weber will gather information for Mr. Klemm about the turbine air gaps and mean high water (MHW).
- Ms. Stepnowski will request that the measurements on the Francis Scott Key Bridge and the Chesapeake Bay Bridge be rechecked by MDTA or the maintenance contractor. *(Ongoing)*

Statements for the Record

1.0 Greetings and Introductions — Holly Miller, MDOT MPA

- Ms. Miller welcomed everyone and called the meeting to order.
- Attendees introduced themselves and stated whom they represent.
- Ms. Miller 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 updates and summaries.

2.0 Approval of Summary for Record — Holly Miller, MDOT MPA

- The requested changes to the September 12, 2018 meeting summary were implemented.
- Captain Nielson stated that a phrase in the December meeting summary stated, "larger boats create smaller air drafts." He suggested 'boats' be exchanged with 'ships'.
- Ms. Miller stated that the December meeting summary is dated 2017 and will be changed to 2018.
- Ms. Miller asked for a motion to accept the December meeting summary with incorporated edits. The motion was seconded, and the summary was accepted.

3.0 State of the Port — Dominic Scurti, MDOT MPA

- Mr. Scurti stated that the Baltimore Maritime Exchange reported that vessel arrivals requiring a bay pilot increased from last year's data.
- Over 43 million tons of foreign cargo imports and exports went through the Port of Baltimore (POB) last year, exceeding the former 1974 record.
- The POB ranked the eleventh largest port in the nation for international tonnage.
- The POB ranked as the ninth largest port in the United States in terms of value. Over $59 billion in value of goods were imported and exported through POB last year.
- Asia is the POB's largest market. Approximately 19 million tons of cargo was exported to Asia in 2018, consisting of mostly raw materials such as coal, lumber, and waste paper. Countries importing coal from the POB include India, Japan, and South Korea. The largest imports from Asia to the POB include consumer goods such as furniture, construction equipment, and automobiles.
- Europe continues to be the POB's largest trading partner. Imports and exports to and from Europe tend to be balanced. POB imports aluminum from the Middle East and exports automobiles. The POB exports previously owned vehicles to Africa and imports new BMW automobiles. Salt, tissue-making pulp, coffee, sugar, and automobiles are imported from both Central America and South America.
- After the recession in 2009, the POB quickly rebounded. The state of the POB typically sways as coal sways.
- Maryland Department of Transportation, Maryland Port Administration (MDOT MPA) focuses mostly on general cargo including automobiles, containers, and construction machinery. Last year, 10.9 million tons of general cargo was imported and exported through the POB. General cargo is approximately 30% of the total tonnage but represents 94% of the value that comes through the POB.
- Domestic data through the POB for 2018 is not yet available but is approximately 7 million

tons.

- A comparison between 2018 and the 1974 previous record shows that 1974 exhibited two-thirds of activity to be imports, while 2018 exhibited approximately two-thirds of activity to be exports. Coal exports in 1974 were approximately 15% and roughly 6 million tons; in 2018 over 21 million tons of coal was exported. Half of the POB's imported cargo types in 1974 are no longer being imported.
- There was a record 21.5 million tons of coal exports in 2018. The POB is the second largest port in the United States for exporting coal. Sugar imports have remained steady at approximately 800,00 tons annually. The POB is the largest port in the United States for sugar imports. Salt imports fluctuate based on the previous season. The last two seasons have been mild, leading the imports to be lower than usual. After the 2009 recession, housing construction decreased but has since risen, causing gypsum imports to increase. There are two gypsum plants in Baltimore, and the POB is the largest port in the United States for gypsum imports. Due to the closing of a New York smelting mill, alumina imports decreased by nearly half in 2018.
- General cargo to and from the POB in the last ten years has grown from approximately 7 million tons to approximately 11 million tons. Most of this growth is due to the increased number of containers. The Seagirt Marine Terminal handles approximately 99% of containers in Baltimore. Seagirt has set container records in the last nine consecutive years.
- The POB is the top ranked automobile port in the United States. It is also the top ranked port for roll on/roll off (RO/RO) cargo imports in the United States, which includes construction and agriculture machinery.
- Paper and pulp imports have decreased because a contract was lost to the Philadelphia port and a private terminal near the POB.
- Cruises moving in and out of the POB have remained steady at 95 to 100 cruises per year.
- The POB surpassed one million twenty-foot equivalent units (TEU) for the first time in 2018. July was a record month for TEU with over 90,000 TEU at Seagirt.

4.0 Offshore Wind Farm **Joy Weber, Ørsted**

- Block Island Wind Farm is the only offshore windfarm in the United States, located off the coast of Rhode Island. The farm was built in 2016 by the national offshore wind leader, Deepwater Wind and has a name plate capacity of 30 megawatts (MW). The farm consists of five turbines approximately five miles from the shoreline and powers the entirety of Block Island. Before the wind farm, the island ran on diesel fuel.
- Ørsted acquired Deepwater Wind in December 2018. Ørsted is the global leader in offshore wind and owns approximately 25% of the operational wind farms in the world. Ørsted was previously known for Danish oil and natural gas. The company sold all oil and natural gas assets and are now completely renewable energy focused.
- The first wind farm was constructed in 1991 off the coast of Denmark.
- The United States northeast has potential for approximately 19 gigawatts (GW) of offshore wind capacity.
- The demand for energy in the United States northeast is high and is showing no signs of slowing. There are floatable technologies for offshore wind farms for the west coast. However, the east coast has high windspeeds, coupled with many miles of shallow water, which can be used to build farm foundations.
- Maryland was the first state to set a state goal to procure offshore wind farms as a part of their

renewable portfolio standard.
    - New Jersey has set a goal of 3,500 MW to be generated via wind farms, Massachusetts has set a goal of 1,600 MW, and New York has set a goal of 9,000 MW by 2030.
- Ørsted has six wind farm projects including South Fork Wind Farm, which will produce 130 MW and the energy produced will be sold to Long Island Power Authority in New York, and the Skipjack Wind Farm located off the shore of Delaware which will produce 120 MW. Both farms will be constructed concurrently in order to utilize the same vessels for installation. The Revolution Wind project will be selling power into Massachusetts, Connecticut, and Rhode Island. Ocean Wind and Bay State Wind projects are both still in the development phase and have potential to sell energy to New Jersey and Maine. There is an ongoing two-turbine demonstration project off the coast of Virginia which will be approximately 26 miles off the coast.
- In 2017, Maryland awarded two projects, the Skipjack project and the US Wind project. The Skipjack project will be one of the first utility scale offshore wind farms. Maryland has set a goal of generating 360 MW via windfarms by 2022. The Skipjack Wind Farm project will be in the Delaware wind energy area, which is in federal waters, and will sell energy to Maryland. This wind farm will produce 120 MW, which is enough energy to power over 35,000 homes. Surveying was completed summer 2018 and the construction operations plan will be submitted to the federal government for review in May or June of 2019. After approval, construction will commence. The wind farm is expected to be operational by the end of 2022 or the beginning of 2023. This project will primarily be using 10 to 12 meter-wide monopile foundations rather than jacket foundations.
- Ms. Weber described that the air gap is known as the distance between astronomical low tide and the bottom of the blades. Mr. Klemm asked why the air gap is measured from low tide instead of high tide. He stated that from a safety stand point, mean high water (MHW) should be accounted for in the air gap measurement. Ms. Weber will gather information for Mr. Klemm regarding the turbine air gaps and MHW.
- Ms. Weber stated that there is concern throughout Maryland regarding the visual impact of offshore wind farms. Skipjack Wind Farm will be approximately 19 miles from the closest point to Delaware, Bethany Beach, and approximately 26 miles from the closest point of Maryland, Ocean City, and will be minimally visible from both sites.
- By requisite of order received from the Maryland Public Service Commission, Ørsted is required to spend approximately $38 million in port fabrications and upgrades at the POB, generating roughly 1,400 jobs in Maryland for the construction and development phase.
- Ørsted used the POB throughout the summer of 2019 for outputting the surveying vessels and providing safe harbor when the ocean current became too rough. Once the construction phase starts, Ørsted will be receiving shipments of components for assembly and storage because there are no turbine manufacturers in the United States. All shipments will go through the POB.
- Ørsted has staff that specifically monitors aquatic species around the turbines. Fish patterns near the Block Island turbine construction were monitored two years before, two years during, and two year after the construction work, showing little to no effect. Ørsted has staff specific to fisheries outreach to have a clear line of communication during surveying and construction.
- Mr. Brennan inquired about the optimal wind speed for a wind farm. Ms. Weber stated that the optimal wind speed for an offshore wind farm is approximately 8 meters per second or higher.
- Mr. Vasina asked who will bear the cost of maintenance of the Ørsted offshore windfarm. Ms.

Weber stated that Ørsted will fund the maintenance and decommissioning of the windfarm when needed.

- Mr. Lieberman inquired about the projected cost per kilowatt hour. The projected cost per kilowatt hour is approximately $131. As the industry builds, the cost of the energy will decrease.
- Mr. Stepnowski asked if the Skipjack wind farm will be incorporated into existing infrastructure. Ms. Weber stated that with some improvements, the regional transition grids will be tied into existing infrastructure.
- Mr. Fusco asked when the public comment period is expected. The Skipjack Wind Farm will be open for public comment in April or May 2019.
- Mr. Fusco asked if the cable transmission will be operated by a third party. Ms. Weber stated that Ørsted will own and operate all cable transmissions. Cable depth will be approximately four to six feet underground. Mr. Fusco expressed his concern of the shallow cable depth. Ms. Weber stated that the regulations meet safety needs.

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

Ron Houck, USCG MD-NCR
Chris Runt, USCG MD-NCR
Evelynn Samms, USCG MD-NCR

- Mr. Runt stated that the Back Creek Range front rear lights project remains ongoing. An unknown vessel struck and destroyed the front light prior to 1/19. The United States Coast Guard (USCG) responded on 2/15 to remove most of the wreckage; however, two pilings were unable to be retrieved. Currently a lighted wreck buoy is marking the pilings. When a dry dock period is open, the pilings will be retrieved. Investigation into the cause and responsible party is ongoing.
- USCG is currently investigating the possibility of utilizing a port entry light (PEL) sector light on the new Back Creek tower instead of the legacy two-point range.
- The Craighill Channel upper range front has been completed. The Aids to Navigation Team (ANT Baltimore) replaced the light with solar power and it is now operational. Future plans include replacing both the front and the rear and using solar-powered equipment on the new structures. The completion date is still pending.
- The rebuild of the Craighill Channel range lights is still on track to be completed in 2021.
- The Sparrows Point lighted buoys are expected to be deployed on 4/1.
- The repositioning of Pennwood Channel buoys seven and nine to mark best water is complete.
- Lighted buoy two at Worton Creek is being reassigned to ANT Baltimore to maintain. The buoy will be smaller and have a smaller visual range.
- USCG is still investigating the discontinuation of the Sandy Point light. The current condition is unsafe for ANT Baltimore to maintain. The structure is privately-owned; therefore, federal funding cannot be used to fix the structure. If the private owner does not fix the structure, then the light would need to be discontinued.
- A meeting was conducted between USCG and Baltimore Gas and Electric (BGE) regarding the BGE Key Crossing Initiative. Communication has begun to ensure that the tower location does not disrupt or block Brewerton Range.
- Ms. Samms stated that a specific area is designated in Annapolis Anchorage as US Naval property; however, the regulations do not codify how to request to anchor in the area. Sector

Maryland National Capital Region emailed a marine safety information bulletin to the Association of Maryland Pilots and the Baltimore Maritime Exchange. The bulletin clarified how the public can contact the Navy superintendent to request anchorage to the area. The Navy is requesting 24-hour notification for anchorage requests.

  - Captain Nielson stated that there are areas within the Annapolis Naval Anchorage that are suitable for sugar vessels. These vessels only use the anchorage approximately every two years. Captain Nielson is concerned about underutilizing this valuable anchorage and that requiring 24 hours' notice is unrealistic for the ability to use the anchorage.

- Ms. Samms stated that the initial meeting for the air draft sub-committee is scheduled for 3/28 at the Association of Maryland Pilots office.
- The Baltimore Harbor Anchorage regulation with revised maps and coordinates is currently with the USCG legal department.
- Mr. Runt stated that a waterways analysis and management system (WAMS) will be conducted on a stretch of the Potomac River above the US Route 301 bridge up to the Hains Point Junction and is expected to be complete July 2019.
- Mr. Houck stated that ice operations are still in effect until 3/31. This year the ice season has been eight days.
- The current water temperature is approximately 38°F.
- The Annual Bay Bridge Paddle is scheduled for 6/1. It is not yet a permanent regulated area. Public comment closes 3/18.
- For future meetings USCG will be briefing all members on upcoming events that have potential to affect the waters of the POB.
- Captain Buckler stated that an old academy yard patrol was sunk in the Patuxent River approximately six months ago. Approval from the covenant was granted and it is expected to be removed by April. There will be safety zones around the yard patrol.

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

Gavin Kaiser, USACE Philadelphia

- Mr. Kaiser introduced Mr. May as the acting project manager for the Chesapeake and Delaware Canal projects for the next four months. Mr. Kaiser will be returning in August or September 2019.
- Hydraulic surveys were conducted in the beginning of March on Pooles Island and Wharton Point. The data will be uploaded onto the district's website and the eHydro website. The entire project has been surveyed over the last 5 months.
- Great Lakes Dock and Dredging started dredging in December 2018 and finished in the beginning of January 2019. Approximately 350,000 cubic yards (cy) has been placed in the Pearce Creek Dredged Material Containment Facility (DMCF).
- The scope for the next project is currently being discussed. This project would utilize Pearce Creek.
- The Water Quality Certification for Pearce Creek DMCF was under public review until 3/12.
- The St. George's Bridge construction was completed on 1/25; air draft restrictions have been lifted.
- Construction on the Chesapeake City Bridge is anticipated soon; however, the construction will not affect air draft restrictions. Mr. Kaiser stated that work will not be done on the main bridge so the air gap sensors will not be affected.

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

Kevin Mainquist, USACE Baltimore
Kevin Brennan, USACE Baltimore

- Mr. Mainquist stated that dredging in the Craighill Channel entrance ended in February 2019 and 2.3 million cy were placed at Poplar Island. Dredging of 500,000 cy of material from Curtis Bay to Masonville DMCF started 3/9 and is expected to be complete during the week of 4/1. The channel is 400 feet wide and the dredging will extend 350 feet from both sides of the center line.
- Projects for the federal fiscal year 2019 (FFY19) include Tolchester Channel and Swan Creek Channel dredging, with placement at Poplar Island. Both projects were advertised late January, will close late June, and are expected to be awarded before the end of the FFY.
- Mr. Brennan stated that bids were open 9/13/2018 to dredge the York Spit channel with mechanical dredge. Bids were too high, so the contract was not awarded. The project will be up for bids again in early July with a change from mechanical to hopper dredging. Approval to use the Wolf Trap placement site is ongoing. This contract is expected to be awarded in October; dredging is expected to commence in late fall or early winter.

8.0 NOAA/NOS/NWS Updates

Anthony Klemm, NOAA-OCS
John Stepnowski, NOAA
Michael Michalski, NOAA
Isha Renta, **NOAA-NWS**

- Mr. Klemm stated that a charting change was recently implemented. The depth labels and channel tabulation tables for all improved channels on NOAA paper charts and Raster Navigational Charts will be defunct and replaced with project depths. A note will be added to visit the US Army Corps of Engineer (USACE) website to receive the latest information or use the electronic navigational chart (ENC). The ENC, which is the premier NOAA charting product, is not affected by the change and will still show all controlling depths encoded by reach and quarter. There is more information on NOAA's website through the blog. This will allow NOAA to rescheme the entire ENC chart coverage of the United States and improve chart coverage and chart scales, particularly in the interior waters such as the Chesapeake Bay. Mr. Fusco stated his concern and disappointment with the change for the entire recreational boater community. Mr. Klemm invited Mr. Fusco to further discuss any concerns after the meeting. Mr. Klemm stated that he is working with the head cartographers on the projects and stated that there are always ways to accommodate common sense. Mr. Mainquist stated that the eHydro website has many glitches and stated that he is concerned about referring mariners to the website. There was not a full public comment phase for this change and only a few stakeholders were contacted.
- Mr. Stepnowski stated that as of 3/12, the current meters at Cove Point and Tolchester Front Range are down. The government shutdown affected the movement of funds from one project to another. Once funds are moved, money can be sent to the contractor.
- Buoy 92 is being refreshed and is expected to be complete at the end of March.
- During the first quarter of FY19, numerous maintenance work activities were completed, including the Chesapeake Bay Bridge east bound air gap sensor, buoy 60, the Chesapeake City water level station, and the Chesapeake Visibility sensor.
- The resource estimate for the newer, more robust northeast tower sensor project is with the

contractor. NOAA is waiting for the money to be moved.

- Mr. Michalski stated that an official statement was drafted identifying the exact air draft sensor measurements. The official statement is attached to this meeting summary. The Francis Scott Key Bridge is the first official statement of air draft measurements for the Chesapeake Bay north. It is important for the public to know the exact air gap of the Francis Scott Key Bridge and where the measurements are coming from.
- An internal meeting was held regarding the request for an additional air gap sensor on the westbound lane of the Chesapeake Bay Bridge. The project was approved to move forward and is expected to become operational in approximately one to one and a half years.
- The Francis Scott Key Bridge meteorological station and air gap data are under the same station identification (ID) on NOAA's website. A second station ID is currently being created for the air gap sensor in order to differentiate between the two.
- Ms. Renta stated that in 2018, Baltimore had 71.82 inches of rain. To date in 2019, there have been 8.97 inches of rain precipitation and 16.5 inches of snow accumulation. Peak tide will be in May and June. The rest of March is expected to be 30 to 40% below average precipitation and 30 to 40% above average temperatures. April, May, and June are expected to be 40 to 50% above average precipitation and 40 to 50% above average temperatures.
- Weather watches and warnings may be different in the future. Currently NOAA is looking into different prototypes and hosting focus groups to receive public feedback. Mr. Klemm suggested that the NWS host a mariner focus group.

9.0 Maryland Department of Natural Resources (DNR) Updates

John Gallagher, DNR
Mike Simonsen, DNR

- Mr. Gallagher stated that debris continues to be an issue within the Chesapeake Bay. In 2018, 180,000 pounds of woody debris was collected.
- Buoy discrepancies have occurred due to complications from ice.
- The acting Secretary of DNR, Jeannie Haddaway-Riccio, will be sworn in soon.
- Mr. Simonsen stated that in 2018, fatalities on the Chesapeake Bay due to lack of personal floatation devices (PFD) increased to 16 total people. A USCG approved life jacket is required for a child under the age of 13 in a boat under 21 feet.

10.0 Maryland Transportation Authority (MDTA) Updates

Tekeste Amare, MDTA
Bob McKenzie, MDTA

- Mr. Amare stated that the 185-vertical clearance to the MHW level for the Francis Scott Key Bridge is still accurate. Measurements were conducted and showed that the green navigation light is approximately 5.5 feet below the bottom of the bridge. The bridge moves approximately seven inches at mid-span with a live load. The center of the channel is approximately 3.8 feet higher than the center of the channel. The request to raise the air draft sensor is not compatible with visibility or compliance.
    - Mr. Stepnowski stated that an air draft sensor cannot be installed until the construction on the bridge is complete. Mr. Amare stated that he is unsure of a project timeline but anticipates that the construction will be moved to the west bound bridge in approximately one year.

- Mr. Stepnowski will request that the measurements on the Francis Scott Key Bridge and the Chesapeake Bay Bridge be rechecked by DNR or the maintenance contractor.

11.0 Baltimore City Police Department Updates

- No Baltimore City Police Department representative was present.

12.0 Chesapeake & Interstate Pilots Updates

- The Chesapeake & Interstate Pilots had nothing to report.

13.0 Association of Maryland Pilots (MD Pilots) Updates

Captain Jesse Buckler, MD Pilots
Captain Eric Nielsen, MD Pilots

- Captain Buckler requested Jerry Barnes' (USCG, 5th District) contact information to send a letter to request a change to the lift bridge channel guidelines.
- Mr. Simonsen requested that MD Pilots send any working channel changes to DNR.

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

Holly Miller, MDOT MPA

- Ms. Miller stated that Tradepoint Atlantic dredging commenced in December 2018; dredged material was placed in the Masonville DMCF. The dredging work is approximately 65% complete. Due to time of year restrictions, Tradepoint Atlantic will finish dredging on 3/31.
- Inflow to the Masonville DMCF is anticipated from the CSX pool pier maintenance. The application process has started. The Masonville DMCF is currently receiving inflow from the Curtis Bay dredging project that started 3/10 and is expected to be complete by 4/30.
- The final contract for the Poplar Island expansion project is ongoing. USACE has requested that the contractor provide buoys to designate the construction footprint so there are no issues with recreational boaters.
- Sampling activities started in December 2018 for the Seagirt Marine Terminal improvement projects and was successfully completed.

15.0 Comments/Adjourn **Holly Miller, MDOT MPA**

- The National Harbor Safety Committee Conference is scheduled for 6/25-6/27 2019 in Houston, Texas.
- The 2019 meeting schedule is 6/12, 9/11, and 12/11 and will be held at the Association of Maryland Pilots office.
- Meeting summaries are posted on MDOT MPA's Greenport website.