

**FINAL DRAFT**  
**SUMMARY OF THE PORT OF BALTIMORE**  
**HARBOR SAFETY AND COORDINATION COMMITTEE MEETING**  
**June 10, 2020 10:00 AM**  
**Conference Call**

***Attendees:***

*Assedo Consulting, LLC:* Odessa Phillip  
*Association of Maryland Pilots (AMP):* Captain Jesse Buckler, Captain Eric Nielsen  
*Baltimore Gas and Electric (BGE):* Bonnie Johansen  
*Chesapeake & Interstate Pilots:* David Lieberman  
*Gahagan & Bryant Associates (GBA):* Brian Newbury  
*Maryland Department of Natural Resources (DNR):* Matt Negley  
*Maryland Department of Transportation Maryland Port Administration (MDOT MPA):* Ryan Barry, Dave Bibo, Dave Blazer, Margie Hamby, Holly Miller, Amanda Peñafiel  
*Maryland Environmental Service:* Virgil Ketner, Mindy Strevig  
*Maryland Transportation Authority (MDTA):* Tekeste Amare  
*McAllister Towing:* Bob Dempsey  
*Recreational Boaters:* Ray Fusco  
*Moran Towing Corporation:* Nathan Hauser  
*National Weather Service (NWS):* Brandon Fling, Steve Zubrick  
*National Oceanic and Atmospheric Administration (NOAA/PORTS):* Christopher DiVeglio, Lucy Hick, Chris Metzger  
*National Oceanic and Atmospheric Administration (NOAA) Office of Coastal Survey:* Steve Soherr  
*U.S. Army Corps of Engineers (USACE), Baltimore District:* Kevin Brennan, Graham McAllister  
*U.S. Army Corps of Engineers (USACE), Philadelphia District:* Gavin Kaiser  
*U.S. Coast Guard (USCG), 5<sup>th</sup> District:* Jerry Barnes, Albert Grimes  
*U.S. Coast Guard (USCG), Sector Maryland – National Capital Region (MD-NCR):* Fred Dolbow, Matt Fine, Ron Houck, Captain Joe Loring, Chris Runt, Commander Evelyn Samms

**Action Items**

**Philadelphia District – USACE**

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

**Baltimore District – USACE**

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. *(On hold due to the 50-ft. Widening; completion of lights scheduled for 2020.*

*Update – USCGC FRANK DREW temporarily relocated Chesapeake Channel Lighted Buoy 22, 24, 28, and 30 on 6/1/2020 approximately 200-ft. in association with Great Lakes Dredging Co. (GLDD) dredging the York Spit Channel.)*

C26 – Discuss relocating and rebuilding of Craighill Channel Range with the MD Pilots. *(Ongoing – No updates for construction)*

C30 – Put together a sub-committee to aid in bridge air draft issues; *(Ongoing)*

### **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. *(Complete- Mr. Kaiser stated that MDE granted approval for a one (1) year water quality extension for Pearce Creek which allows use of the site for the upcoming dredging cycle.)*
- Mr. Houck will send Mr. Bibo an email with Fleet Week details and logistics. *(Update - An application has been received for Air Show Baltimore 2020. Air show practices and performances are planned during September 10-13, 2020. With no changes to the aerobatics box, the waterway restriction times and locations anticipated are similar to those in 2018 and 2016. See the Coast Guard's proposed rule for this planned event in the Federal Register; the docket number is USCG-2020-0251. We will email HSC leadership with a link to the proposed rule, when published, for forwarding to committee members. The seventh Air Show Baltimore planning meeting will be held remotely on June 16, 2020. Anticipate the posting of a Maritime Safety & Security Bulletin on Coast Guard Homeport. Also, the annual Defenders' Day fireworks is expected on September 12, 2020, however, no official notice has yet been received for this event.)*
- NOAA will arrange for ENC chart instruction to the USCG and/or to the Harbor Safety and Coordination Committee. – *Complete ( HSC will use online tools and do self-guided learning. Mr. Soherr is willing to present some of the tools or hold a workshop for anyone interested at a future HSC meeting.)*

CI

### **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 on Microsoft (MS) Teams and those available by phone through MS Teams, introduced themselves and stated whom they represent.
- Mr. Bibo made the following announcements:
  - The new MDOT MPA director will be Mr. William Doyle starting 7/22/2020.
  - Mr. Gavin Kaiser will be taking a new position in the New York District and today will be his last time attending the HSC meeting.
  - Remote meeting rules and etiquette were reviewed

### **2.0 Approval of Summary for Record**

**Dave Bibo, MDOT MPA**

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

### **3.0 Baltimore Gas and Electric (BGE)**

**Bonnie Johansen, BGE  
Odessa Philip, Assedo Consulting, LLC.**

- Ms. Johansen remarked that preconstruction has started with test pile installation and environmental monitoring in the water. She also remarked on the stringent safety program in place. No issues or inquiries during preconstruction as of now. All updates are posted on the BGE website and will be updated on a weekly basis.
- AMP commented that the project is going smoothly.

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

**Jerry Barnes, USCG 5<sup>th</sup> District  
Albert Grimes, USCG 5<sup>th</sup> District  
Ron Houck, USCG MD-NCR  
Chris Runt, USCG MD-NCR**

- Capt. Loring remarked that a vessel came in with COVID-19 symptoms, and a committee was established to determine the safest way to receive the vessel, determine port interactions, and ensure safety. He noted that if anyone wanted to be a part of the committee for future planning efforts, the HSC could coordinate through Capt. Loring.
- Mr. Runt previously remarked that construction of the new tower for the Back Creek Range Front and Rear Lights is anticipated to begin 6/19/2020 and is expected to be completed on 9/21/2020. USCGC SLEDGE, Aids-to-Navigation Team (ANT) Baltimore, and 5<sup>th</sup> District Range Survey Team are coordinating construction of the new front light and energizing both aids on or about the same date.
- The USCG is currently reviewing comments received regarding proposal to discontinue Worton Point Light, Howell Point Light, and Arnold Point Light. These lights pre-date the ranges and current configuration of lighted channel buoys in the area.

- The USCG has awarded the contract to remove Hambrooks Bar Warning Light in the Choptank River and it is expected to be completed by 6/30/2020, however there is some question whether the project will move forward due to local interest in saving the structure.
- Tradeport Atlantic (TPA) has requested the Sparrow Point Channel Lighted Buoy 10 be moved. Any waterways surveys TPA has were requested since USACE does not maintain the area. TPA was provided with the form to make the request and provide justification, Coordination with AMP will continue.
- The USCG will be removing all fixed aids from the Gunpowder River and establishing seasonal buoys due to the nature of the soft river bottom not supporting pilings. The USCG is working on scheduling with USCG divers or contractors to remove the remaining fixed aids.
- The USCG is scheduling changes to the Northeast River due to shoaling. The comment period closed 1/20/2020.
- ANT Baltimore responded to five (5) reported discrepancies to Upper Chesapeake Bay range lights on 6/3/2020, then found two (2) additional discrepant ranges. All seven (7) aids were due to cormorant activity. The ANT would not have been able to repair three (3) of the seven (7) aids without the migratory bird permit that was acquired last year.
- Mr. Houck confirmed the Nice-Middleton Bridge Replacement Project includes removing the existing bridge and building a new bridge on the Potomac River between Newburg, MD and Dahlgren, VA. The scheduled work period is from February 2020 to November 2024. In July 2020, the federal navigation channel will be shifted 115-ft. to the west and the navigation lights on the existing bridge will be realigned to reflect the new main channel alignment. Four (4) privately maintained lighted buoys, red in color, will be established to mark the main channel during the construction project.
- The following maritime marine events applications have been cancelled or postponed due to Covid-19:
  - Bay Bridge Paddle was postponed and the event sponsor advised that the annual event was rescheduled for Sunday, 9/27/2020. Comment period expires in July 2020.
- The Great Chesapeake Bay Swim was cancelled and the event sponsor advised that the annual event is expected to return in 2021. The following applications were received by USCG:
  - Le Tuna Big Bay Crossing (Solo Swim) is a long-distance swim scheduled on a single day that is favorable to the swimmer between 6/7/2020 and 7/7/2020 along a course from North Beach, MD to Cambridge, MD.
  - Eastport Yacht Club Boomerang Race is an overnight sail race scheduled during 7/11/20-7/12/20 that begins and ends in Annapolis, with up to forty-five (45) sail boats racing on the Severn River and Chesapeake Bay Bridge and Cove Point.
- Mr. Houck mentioned that the 950- foot dry dock TITAN was recently towed from Norfolk, Virginia to Sparrows Point. He also mentioned the 327-foot museum ship, Former USCG TANEY, is scheduled to be towed from the Inner Harbor to the USCG Yard for 1-month dry dock on or about 9/15/2020 following fleet week.
- Mr. Barnes provided an update to the HSC about the ongoing Port Access Route Studies and Shipping Safety Fairways (see attached).

#### **4.0 U.S. Army Corps of Engineers, Philadelphia District (USACE Philadelphia) Updates**

##### **Graham McAllister, USACE Philadelphia**

- Mr. Kaiser accepted a branch chief position in the New York District and this HSC meeting

will be his last meeting. Tim Kelly, the previous C&D Canal project manager will be the point of contact until Mr. Kaiser's replacement is found.

- 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.
- Advertisement for the next dredging cycle is underway and the bid opening will be on 6/22/2020. The dredging window is 10/1/2020 to 3/31/2020. The base bid consists of the high shoaling areas near Worton Point and Pooles Island with two (2) options to dredge the canal proper and/or Cove Point and Bohemian River/Arnold Point Shoaling. The total dredging will be approximately 400,000 cy that will be placed at Pearce Creek DMCF and Reedy Point South (located at entrance of the canal on Delaware side).

### **5.0 U.S. Army Corps of Engineers, Baltimore District (USACE Baltimore) Updates**

**Graham McAllister, USACE Baltimore**

**Kevin Brennan, USACE Baltimore**

- Mr. McAllister confirmed GLDD began dredging the Brewerton and Tolchester Channels in March 2020. The team is currently waiting on an after-dredge survey. Approximately 2.2-2.3 mcy of dredge material is estimated to have been removed.
- The GLDD dredges and unloader arrived in the Baltimore Harbor as of 6/10/2020 and are expected to remove 600,000 cy of material by early July 2020.
- GLDD was also awarded a \$14M contract for 2.6 mcy of dredging in the York Spit Channel that will be placed in Wolf Trap Alternate Placement Site Northern Extension.
- Looking forward, USACE expects to solicit dredging 1.3 mcy from the Maryland Approach Channels, particularly from the Craighill and Swan Point channels, which will be placed in Poplar Island. The Contract is expected to be awarded in September and work could start as early as December 2020.
- USACE is also expected to solicit dredging of 1.5 mcy from Cape Henry in the Virginia Channels at the beginning of FFY 2021. The would be placed at the Dam Neck Ocean Placement Site.
- USACE received \$1.5M in workplan funding for the Seagirt Loop Feasibility Study. USACE drafted a cost share agreement, which is currently under review by MDOT MPA. Project planning is expected to begin in the fourth quarter of FFY 2020.
- Poplar Island's lateral expansion is approximately 75% complete, with full completion expected by late Summer 2020. The lateral expansion contract is delayed due to critical equipment shortages caused by COVID-19; however, this is not expected to impact to inflow schedules and placement ability.

### **6.0 NOAA/NOS/NWS Updates**

**Christopher DiVeglio, NOAA/NOS/PORTS**

**Brandon Fling, NOAA/NWS**

**Steve Soherr, NOAA**

- Mr. Soherr stated that NOAA vessels are currently on an operational pause due to COVID-19. Thomas Jefferson, (based in Norfolk, VA) got underway during the first week of June to ensure operational readiness in the event of a hurricane or other emergency
- The Navigation Response Teams (including the Bay Hydro 2) are under a travel moratorium due to COVID-19. However, they are ready to deploy in the event of a hurricane or other

- navigational emergency that poses an imminent threat to life, property, or the environment.
- When survey operations resume, the NOAA Ship Thomas Jefferson will resume work offshore of the Chesapeake from approximately Mid October to Thanksgiving.
  - Mr. Soherr stated that hydrography and shoreline updates in the Potomac, Patapsco, and Chesapeake Bay will be updated on the Electronic Navigational Charts (ENCs). He reiterated that updates may or may not be made to the Raster Navigational Charts (RNCs) and the ENCs should be utilized for the most current information.
  - Mr. Soherr remarked that the ENCs will be reschemed in a gridded format and should be available by late July 2020. The NOAA Custom Chart Prototype allows users to draw a box around a specific area, obtain extra data from ENC, and portray data in a manner similar to the raster charts (<https://devgis.charttools.noaa.gov/pod/>). Any comments or feedback from the HSC would be appreciated (<https://nauticalcharts.noaa.gov/customer-service/assist/>).
  - Mr. Soherr remarked that NOAA has been evaluating externally sourced data and are looking into developing an official mechanism to route this external data to be applied to the charts. NOAA is requesting any updated information be shared.
  - Weekly chart updates can be found here [https://distribution.charts.noaa.gov/weekly\\_updates/](https://distribution.charts.noaa.gov/weekly_updates/). Mr. Fling remarked about a proposal to change “small craft advisories” to “small craft warnings” as part of an effort to simplify the hazard warning system. The intent is to streamline all sub watch and warning information into plain language statements. The exception will be “small craft advisory” due to the critical nature and use of the information since the associated conditions require vessels of a certain size to take actions. “Small craft advisory” will change to “small craft warning” instead of a plain language statement which makes it a change in name only. Mr. Fling requested filling out the survey at [www.weather.gov/Baltimore](http://www.weather.gov/Baltimore). The link will be at top of the page to provide feedback on the proposal or can be found at [www.surveymonkey.com/r/VZGX6BF](http://www.surveymonkey.com/r/VZGX6BF).
  - Mr. Fling remarked that hurricane season is upon us and the outlook released indicated a 60% chance of above normal, 30% chance of near normal, and 10% chance of below normal hurricane activity. It was predicted that there would be thirteen (13) to nineteen (19) named storms, six (6) to ten (10) of which could be hurricanes where three (3) to six (6) could be category three (3) or higher. Factors contributing to this prediction are El Nino southern oscillation (ENSO) factoring La Nina, weaker vertical wind shear, warmer sea surface temperatures in the Atlantic Ocean and the Caribbean, and enhanced expectations of African tropical events.
  - 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. Mr. DiVeglio remarked that the air gap sensor data return performance for the Chesapeake City sensor was 99.9%, the Francis Scott Key Bridge sensor was 97.6%, and the Bay Bridge sensor was 96.9%.
  - Mr. DiVeglio remarked that repairs and site visits have slowed due to the COVID-19 travel restrictions, but NOAA is gradually allowing people to complete field work. The Rappahannock current meter was removed on 3/24/2020 but was unable to be redeploy due to restrictions; this buoy will be redeployed in the following weeks. The Tolchester current meter was only transmitting 43% of data and likely has had the cables snagged and the instrument flipped. A dive visit will be required to investigate and is expected soon due to COVID-19 travel restrictions loosening. The Cove Point current meter had no updates and NOAA is working with the MD Pilots to have it reinstalled.
  - Work crews were on site at the Francis Scott Key Bridge on 6/9/2020 to do permanent upgrades

for IT signal and solar panels. A reconnaissance mission was scheduled back in March 2020 to visit the second air gap sensor for the Bay Bridge but never occurred. This recon mission is expected to occur in the near future.

- The next Air Gap Subcommittee meeting is scheduled for Monday, 6/15/2020.

### **7.0 Department of Natural Resources (DNR) Updates**

**Matt Negley, DNR**

- Mr. Negley stated that DNR has been out of commission due to COVID-19 and as of two (2) weeks ago, they have returned to working on buoys. Usually all buoys are deployed by May 15<sup>th</sup>, but deployment was delayed due to COVID-19. DNR is aiming to get the navigational aids replaced by the end of June 2020, optimistically. Natural Resources (NR) police have been overwhelmed with crab and fishing citations. NR police reports for abandoned boats and debris are anticipated soon and DNR expects to have an overwhelming number of requests for abandoned boats starting in late July 2020.
- Mr. Soherr inquired about the removal of abandoned debris and vessels and if DNR removes items sticking up from the bottom of waterways. Mr. Negley confirmed that DNR typically does around five (5) pilings a year that are either floating on the waterway or are sticking up from the bottom of the waterway. DNR does not often replace pilings due to the large amount from the 70's and 80's that need to be removed but do not serve a navigational purpose
- Mr. Soherr inquired if Mr. Negley knew any contacts that would aid him with a concern for an item in Virginia. Mr. Negley will follow up with Mr. Soherr after the meeting.

### **8.0 Maryland Transportation Authority (MDTA) Updates**

**Tekeste Amare, MDTA**

- Mr. Amare remarked that the Frederick Scott Key Bridge navigation light relocation application has been submitted to raise the light up. A plan has been developed and MDTA expects estimates for the work soon. A request letter was submitted to the MDTA executive director for review and a letter will be sent to MDOT MPA executive director in response. Mr. Amare remarked that MDTA cannot confirm 360° visibility with the light raising.

### **9.0 Chesapeake & Interstate Pilots Updates**

**David Lieberman, CIP**

- Mr. Lieberman extended his thanks to the ANT team for fixing discrepancies around Pooles Island.

### **10.0 Association of Maryland Pilots (MD Pilots) Updates**

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

- Capt. Buckler provided no updates and commented that MD Pilots are dealing with issues associated with COVID-19 as well.

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

**Dave Bibo, MDOT MPA**

**Bertrand Djiki, MDOT MPA**

**Amanda Peñafiel, MDOT MPA**

- Mr. Bibo remarked that the next Air Draft Subcommittee meeting will be held Monday, 6/15/2020 where they will discuss the new light on the Francis Scott Key Bridge and the new sensor on the Chesapeake Bay Bridge.
- Mr. Bibo remarked that the Seagirt Berth 3 Project is expected to have a contractual time between 10/2020 and 3/2021. Placement will go to Masonville DMCF and 450kcy is expected to be dredged. New cranes will arrive from China on 3/15/2021 and future coordination with the HSC will occur to accommodate this arrival.
- The GLDD Unloader is located at the Masonville DMCF and positioning was coordinated with Capt. Buckler of the MD Pilots.
- Mr. Bibo summarized a few other upcoming Harbor Dredging projects. Fleet Week dredging will be handled by McLean and is expected to be 15kcy of material to be placed at the Masonville DMCF. Dundalk Marine Terminal Berth 3 is expected to be 15kcy of material to be placed at Masonville DMCF. Amports will require some maintenance work of 15kcy of dredged material pending acquisition of permits.
- Mr. Bibo stated the Poplar Island Expansion Project has gone well and the majority of the construction is expected to be complete by Summer 2020. This expansion will provide an additional capacity of about 28mcy through 2030-2034.
- The Mid-Bay Island Project is underway. Field work including aerial photography, geotechnical investigations, and hydrographic surveys are underway. The project consists of two components: Barren Island which will restore wetlands using dredged material from shallow draft channels in the vicinity and James Island, which will be approximately 2000 acres and will contribute 90-95mcy of capacity for the Maryland Approach Channels over a span of 28-30 years.
- Ms. Peñafiel remarked that Cox Creek Expanded (CCE) will raise the existing dikes from +36 feet mean lower low water (mllw) to +60 feet mllw. The +60 feet mllw dikes will be expanded onto the 93-acre Upland Area. Base Dike Widening (BDW) for the expansion is ongoing and is expected to be completed in February 2021. The design of the +60 is finalized and was advertised on 5/4/2020 with bids expected 6/29/2020. Construction is expected to start in February 2021 and to be completed Summer 2024. An additional 7.6 mcy of capacity will be added to the Cox Creek DMCF with this expansion.
- Mr. Djiki remarked that the dike raising for Masonville from +10 feet mllw to +18 feet mllw was completed in April 2020 increasing capacity to a cumulative capacity of 6.9 mcy. The next phase of incremental dike raising will be to raise the dikes to +30 feet mllw. The +30 feet mllw expansion design is 90% complete at this time and construction is expected to begin in winter of 2020 pending permit approval. The plan is to raise the dikes to an ultimate elevation of +42 feet mllw for a cumulative capacity of 10.9 mcy.
- Mr. Bibo remarked that all the funding has been acquired for the Howard Street Tunnel project which will lower the tracks in the tunnel and under twenty-two (22) bridges to accommodate double stacking of freight cars. This will increase the volume of cargo transported resulting in more jobs created.

## 12.0 Comments/Adjourn

**Dave Bibo, MDOT MPA**

- Mr. Negley noted that after ten (10) years, DNR was given approval to replace the ice breaker



from the Board of Public Works (BPW). The goal is to have the new boat in the next two (2) years and it will aid around Wicomico waters, aid USCG with Smith Island and Tangier Island, and will aid in regular buoy maintenance.

- Mr. Bibo remarked that if there was any feedback for the meeting that they should send it to Margie Hamby (MDOT MPA). The remaining 2020 meeting schedule is 9/9/20 and 12/9/20.