

FINAL DRAFT
SUMMARY OF THE PORT OF BALTIMORE
HARBOR SAFETY AND COORDINATION COMMITTEE MEETING
June 12, 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
Baltimore Maritime Exchange: Dave Stambaugh
Baltimore Police Department: Kurt Roepcke
Chesapeake & Interstate Pilots: David Lieberman
Gahagan & Bryant Associates (GBA): Lauren Folkert
Maryland Department of Natural Resources: John Gallagher, Mike Simonsen
Maryland Department of Transportation Maryland Port Administration (MDOT MPA): Ryan Barry, Dave Bibo, Brian Miller, Holly Miller, Dominic Scurti, John Vasina
Maryland Environmental Service: Bill Buszinski
Maryland Transportation Authority (MDTA): Eric Metheny
McLaren Engineering: Ray Fusco
Moran Towing Corporation: Nathan Hauser
National Oceanic and Atmospheric Administration (NOAA): Christopher DiVeglio
U.S. Army Corps of Engineers, Baltimore District: Jeremiah Spiga
U.S. Army Corps of Engineers, Philadelphia District: Jeffrey May
U.S. Coast Guard (USCG), Sector Maryland – National Capital Region (MD-NCR): Matt Fine
Ron Houck, Chris Runt, Evelyn Samms, Krista Welch
U.S. Coast Guard (USCG), 5th District: Jerry Barnes

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. *(Complete – will be removed for next meeting)*
- 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.

MDOT MPA

- 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. *(Complete)*
- 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.

Statements for the Record

1.0 Greetings and Introductions

Dave Bibo, MDOT MPA

- Mr. Bibo welcomed everyone and called the meeting to order.
- Mr. Bibo thanked the Association of Maryland Pilots for hosting the meeting.
- Attendees 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 updates and summaries.

2.0 Approval of Summary for Record

Dave Bibo, MDOT MPA

- Mr. Bibo asked for a motion to accept the December 2018 meeting summary. The motion was seconded, and the summary was accepted.

- Mr. Bibo was informed that on page 7 of the March meeting summary, there is a reference to Captain Buckler for the last bullet in Section 5.0. He believes this should be someone from the Coast Guard because it was their presentation. It was agreed that the reference should be changed to Captain Joe Loring.
- Mr. Bibo asked for a motion to accept the March meeting summary with that incorporated edit. The motion was seconded, and the summary was accepted.

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

Matt Fine, USCG MD-NCR
Ron Houck, USCG MD-NCR
Chris Runt, USCG MD-NCR
Evelynn Samms, USCG MD-NCR
Krista Welch, USCG MD-NCR

- Mr. Runt stated that old academy yard patrol that sank in the Patuxent River was removed by the United States Coast Guard (USCG) a month ago. Mr. Fine explained the USCG pollution rules allow the USCG to raise vessels to remove the pollution but USCG are usually not allowed to remove the vessel, so this had to be approved by the Commandant. This was a \$1.4 million job.
- Mr. Runt stated that the Back Creek Range front and rear lights project is still pending. He is awaiting the current status on the roadway construction completion, which will allow access to the rear light. The rear light will be restored back to original conditions.
- The Craighill Channel upper range front light is on schedule for in FY23 completion as of 5/3. The Aids to Navigation Team (ANT Baltimore) replaced the power supply to the light with solar power and the light is now operational. It is showing ISO White every 2 seconds for the front and ISO White every 6 seconds for the rear.
- The rebuild of the Craighill Channel range lights is on track to be completed in 2021 as of 5/3.
- The Sparrows Point lighted buoys were completed in the beginning of April. Lighted Buoys 3 and 7 are flashing at 2.5 seconds and Lighted Buoy 10 is flashing at 4 seconds.
- The comment period for Warton Creek Lighted Buoy 2 ended on 5/13. The USCG is looking into what will happen to that aid.
- Sandy Point light was discontinued on 5/29 due to safety issues with the structure. At the last meeting it was noted that the light was sold to a private owner who did not maintain the structure for safe access by the USCG. Mr. Bibo inquired whether there is a requirement to have a light or aid there. The USCG replied that is being looked into.
- For the Pooles Island North Range Rear Light the USCG removed the 250MM lighting and installed VLB-74 white LED increasing the candela from 7,000 to 8,517.
- The Grove Point Range Rear, Tolchester Range Rear, and Elk River North Range Front all use bulbs that are no longer manufactured. The only lamps available to the USCG are the ones currently in stock and once they run out, those lights will not be able to be lit. The USCG will be sending out a questionnaire to specific members concerning replacing the lights with LEDs. There are around 10 more aids that are less critical as of now, that the USCG would like input on as well. Captain Buckler inquired if the LEDs could be the same intensity. Mr. Runt stated that he would verify that they would be similar.

- Ms. Samms stated that the public comment period closes on 6/28 for the USACE public notice for the Baltimore Gas and Electric (BGE) Key Crossing Initiative. No further updates regarding except what was provided on the 6/12 USCG report.
- For the Annapolis Naval Anchorage usage, the marine bulletin MSSB 04-19 has been published on the USCG Homeport. The application submission timeline to request anchorage usage has been reduced from 24 hours to 12 hours. There are three particular areas in that anchorage – A, B and C. The Navy has asked that Area A be kept off limits.
- The Air Draft Subcommittee met 6/11 and have agreed to request the HSC to submit a request to the Maryland Transportation Authority (MDTA) for an updated survey on the Chesapeake Bay Bridge. This would provide the most accurate data as the subcommittee develops safety factors for both the Bay and Francis Scott Key (FSK) bridges. *Note: The 6/12 USCG update erroneously states the FSK Bridge instead of the Bay Bridge.* The next meeting is scheduled for 7/11.
- The Baltimore Harbor Anchorage regulation was published in the Federal Register on 4/23. The regulation was codified and is effective as of 5/23.
- No update for the Smith Point traffic separation scheme (TSS).
- There is a public meeting with US Wind scheduled for 6/13 in Ocean Pines, Maryland. The recommended audience for the public meeting is commercial fisherman, recreational fisherman and concerned citizens. There was a conflict regarding the marlin fishing tournament. US Wind has postponed their planned fabrication of a tower in that area due to a large number of commercial fisherman and spectators during the tournament timeframe.
- Waterways Analysis and Management System (WAMS) for the Upper Potomac River will be completed in the beginning of August 2019.
- No updates for the Mid Atlantic Regional Planning Body (RPB) and Bureau of Ocean Energy Management (BOEM).
- USCG stated that action item C11 is completed and recommends removing from the action items.
- Mr. Houck stated Baltimore is currently in hurricane season with Port Condition Normal at this time.
- An upcoming operation will occur in the Mid Chesapeake Bay with a Local Notice to Mariners (LNM) of a test involving an unmanned surface vessel with a towed underwater device that will occur outside the federal channel in that area from 7/15 – 9/15. If anyone requires more information, please contact Mr. Houck.
- USCG is at the height of the marine event permitting season. There is a section in the LNM that is specifically for marine events and firework displays. Please note that most firework displays have a rain date. Mr. Houck has copies of the USCG event spreadsheet for the Pilots.
- Mr. Bibo inquired about the Annual Bay Bridge Paddle event that occurred. Mr. Houck stated he has not received any comments regarding that event or the swim event that was held. The USCG receives the anticipated deep draft traffic and gives that information to the patrol commanders who speak to the Pilots to work out any potential issues that may occur. For the last several years it has worked out quite well.
- Mr. Fine stated that next Tuesday (6/18) there will be a full-scale rescue exercise on the Potomac River.
- Mr. Fine anticipates many firework safety and security zones on 7/4, mostly in DC, with some in Baltimore.

4.0 U.S. COAST GUARD: 5TH District (USCG 5th District)

Jerry Barnes, USCG - 5th District

- Mr. Barnes stated that the Mid Atlantic RPB was disbanded by executive order and another body, the Mid Atlantic Council on the Ocean, is taking its place. This is a partnership between the State and the Federal agencies, consisting of NOAA and USACE as co-chairs.
- As part of the RPB, there was a Maritime Commerce and Navigation Safety Work Group that had been holding webinars every 6 months. This includes all the HSCs in the 5th District and New York. The last webinar was about 2 hours and consisted of guest speakers and presenters as a form of an information-sharing body. If anyone would like to be on the email distribution list, please contact Mr. Barnes.
- Between 2011 and 2017, the USCG conducted a study called the Atlantic Coast Port Access Route Study that identified quarters that barge traffic is taking north and south along the eastern seaboard, as well as the deep draft traffic. Included in the recommendations from that study is the creation of fairways to prohibit oil, gas or wind development in those areas. The USCG will be starting that process with an advanced notice of proposed rulemaking in the coming months. Simultaneously, the USCG announced in March that the USACE will be conducting supplemental Atlantic Coast Port Access Route studies looking at all the key Ports on the eastern seaboard, and the east-to-west traffic. The 5th District will start a study this fall regarding the Port of Hampton Roads and the Chesapeake Bay entrance and in the spring for the Cape Fear River entrance, and if time permits, into the Delaware Bay. The 5th District is less concerned with the Delaware Bay even though it has the most offshore wind power development in progress, primarily because the TSSs connect to those quarters. Those studies will be announced in the Federal Registry for public comments and if necessary, public meetings.

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

Jeff May, USACE Philadelphia

- Mr. May stated that hydraulic surveys were conducted on Pooles Island and Wharton Point in the winter and the data is being uploaded into eHydro. USACE Philadelphia is scheduling new surveys for the summer for upload to eHydro as well.
- The USACE Philadelphia is currently developing the contract package to perform maintenance dredging of the Chesapeake and Delaware (C&D) Canal and the C&D approach channels. The plan is to advertise in July with bids due in August, and the contract awarded in September. Dredging cannot begin until October and will have a 4-month period of performance with required completion by the end of March. Mr. Bibo inquired if this material will go to Pearce Creek Dredged Material Containment Facility (DMCF). Mr. May stated that most of the material will go there, but there will be an option for it to go to Brady Point South to avoid the long haul through the canal for some of the regions. Mr. Bibo inquired about whether the Water Quality Certificate has been issued for placement at Pearce Creek DMCF. Mr. May replied yes and stated it is valid thru March 2020.
- The USACE Philadelphia continue to develop plans and specifications to perform repairs to the bridges over the C&D Canal. Mr. May does not anticipate any air draft restrictions resulting from this work but as the plans get developed the USACE Philadelphia will notify the committee if this changes.
- In September, the USACE Philadelphia plans on performing an underwater inspection of the

St. George's Bridge in Delaware. The USCG will be notified 30 days in advance so an LNM can be issued. The underwater inspection will not stop traffic, but it may slow traffic.

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

Jeremiah Spiga, USACE Baltimore

- Mr. Spiga stated that USCG Hampton Roads reported a safety incident which consisted of a partially submerged vessel just south of the end of York Spit Channel near the Chesapeake Bay Bridge Tunnel (CBBT). USACE Baltimore has been coordinating with the Norfolk District to get some side scan surveys of the area but the weather has caused delays. It is tentatively scheduled for 6/13. MDOT MPA and Pilots have both been notified.
- Baltimore Harbor and Channels FY18/19 contracts have been completed. Norfolk Dredging Company removed 2.2 million cubic yards (MCY) from the approach Channels, Craighill Entrance, Craighill Channel, Craighill Angle, Craighill Upper Range and the Cut Off Angle, and placed the material at Poplar Island. An additional 475,000 CY was placed at the Masonville DMCF from Curtis Bay.
- For FY19 contracts, USACE Baltimore is putting together plans for about 2.1 - 2.2 MCY from the Approach Channels to go to Poplar Island, and 600,000 - 630,000 CY from Brewerton Channel, Brewerton Angle and the East Channel of the North West Branch to go to Masonville DMCF. This bid package is currently heading to the Contracting Office. Mr. Vasina inquired about the Masonville DMCF placement timeframe. Mr. Spiga replied approximately early to mid-March 2020.
- USACE Baltimore is also soliciting to dredge York Spit Channel, which has been deferred for over a year and is now approximately 2.6 MCY. Due to the volume, this is a strain on the current budget, and the USACE will probably need to use some FY20 funds. The President's budget was \$20.4 to \$20.6 Million for FY20, so funds will need to be moved from MD Channel funding. USACE is looking at all contract options.
- An Environmental Assessment (EA) is being performed for the Northern Extension of the Wolf Trap Alternate Placement Site. Favorable comments were received from National Marine Fisheries Service (NMFS) regarding the essential fish habitat. NMFS did not raise any new and major concerns and agree with the EA findings. This new placement site will incur a 30% increase cost per CY due to the 12.4 additional miles per load.
- Captain Buckler inquired whether Virginia would help with funding since they are using that channel now. Mr. Spiga stated that would probably require more than one contract cycle to work out, but it can be investigated. The contract cost is currently estimated at \$30 Million.
- The EA will be finished in September 2019, and the contract award in October 2019 (FFY20). The dredging work is estimated to begin in mid-November to mid-December 2019.
- Captain Buckler inquired about the timing of the recent survey for that area. Mr. Spiga replied the survey was conducted in February/March 2019 timeframe. Mr. Spiga offered to send the data, and Captain Buckler requested the data be loaded into eHydro.
- USACE has \$4.95 Million in Energy Transfer Funds. The USACE received a signed copy back from MDOT MPA and the agreement is being routed to the Colonel this week, so the transfer should be completed shortly.
- At Poplar Island, the final dike construction for expansion was awarded in September to H&L Contracting for \$34.7 Million. The contract will be building out the northeast end of the site, with the construction area marked with lighted and unlighted buoys. H&L Contracting will

only build out the toe dike about 1,000 feet in advance of the completed dike and will also apply for 3-4 more temporary mooring locations east of Poplar Island.

- The Sand Stockpile contract that was awarded in 2018 for \$13.5 Million was completed in April 2019, with 2.6 MCY of material dredged for that contract.
- Lateral Expansion Contract 2 for \$55.9 Million is still underway and is scheduled for completion in July 2019.
- Lateral Expansion Contract 3 for \$34.7 Million is underway and is scheduled for completion in Summer 2020.
- These expansions will enable placement at Poplar Island to continue through the 2032-33 dredging cycles.
- Mr. Bibo commented that a commercial waterman was going inside the construction footprint for clamming. The contractor did not identify the waterman since they were not present in the evening, so MDOT MPA contacted the DNR Police to issue a bulletin and have a presence in the area.
- Mr. Bibo also commented that there was a grenade encountered in one of the wetlands by an intern doing terrapin research. The USACE had a bomb squad dispose of the grenade.
- Mr. Roepcke inquired whether Port Covington or the area around the Domino Sugar plant will be dredged by the USACE. Mr. Spiga stated that nothing is on the schedule for that area and due to less funding, focus has been on major channels.

7.0 NOAA/NOS/NWS Updates

Christopher DiVeglio, NOAA/NOS/PORTS

- Mr. DiVeglio introduced himself as the new Maritime Services Program Manager, overseeing the Ports Partnerships.
- Mr. Soherr is the Navigational Manager for the Office of Coastal Survey (OCS), but he is on Academic Leave and hopes to attend the next meeting in September. Mr. Ed Owens was named to assist with some of the duties over the summer. Mr. Anthony Klemm is moving on.
- Mr. DiVeglio reported that the changes to the Baltimore Anchorages around the Seagirt Marine Terminal will be out on the Electronic Nautical Charts (ENC) charts in two weeks and then the raster a few weeks later.
- The Poplar Island project and the additional work is represented in the ENC of that area.
- Mr. DiVeglio reminded the committee that any chart updates are reflected in the ENC first and the raster and paper charts about a month or two later.
- The only hydro-survey that is tentatively planned for late summer or fall is in the area of the York Spit. Mr. Bibo inquired whether the USACE is surveying this same area.
 - Mr. Spiga replied that the USACE Catlett is down with damage and it could be as late as September before it is operational. The USACE Reynolds is being sent for a Cape Henry conditions survey. The only surveys that USACE requires are the channel and the placement site surveys prior to the work being performed.
 - NOAA usually surveys outside the Federal Channels.
- Mr. DiVeglio reminded the committee that when issuing a survey request, it helps to provide justification and additional information to get the request in the queue.
- The new Team Lead is for Physical Oceanographic Real Time System (PORTS) is Mr. Chris Metzger, who will hopefully be able to attend the next meeting in September. Mr. DiVeglio will provide the contact information. Mr. John Stepnowski has moved to the project side.
- Mr. DiVeglio was not able to attend the 6/11 meeting concerning the Air Gap subcommittees,

but he has been working with his team to focus on limiting and eliminating outages with redundancies. These types of sensors are critical and heavily relied upon. Mr. DiVeglio requested that if anyone has any questions about the PORTS program or wants to provide any information regarding sensor outages please contact him.

- The Second Air Gap Sensor on the Bay Bridge is proceeding, with Mr. Stepnowski as the Project Lead.
- The Tolchester Front Range and Cove Point current meters are both still down and Mr. DiVeglio is pushing to get an update on them. The Cove Point current meter has been under construction for awhile. The Tolchester Front Range meter is more difficult to investigate due to requiring dive work.
- Captain Buckler noted that the Cove Point current meter is more important.

8.0 Maryland Department of Natural Resources (DNR) Updates

John Gallagher, DNR
Mike Simonsen, DNR

- Mr. Gallagher stated that DNR is still busy handling debris within the Chesapeake Bay, but it is not as bad as it was.
- The Governor announced that DNR has received a \$2 Million grant for a new ice breaker to replace the Tawes which was commissioned in 1942 with the keel laid in 1939.
- Mr. Gallagher thanked Mr. Barnes for getting out the LNM regarding the dredge pipe in Ocean City. It is marked and DNR will try to remove it next week.
- There are concerns regarding remaining dredge pipe around the main thoroughfare. Mr. Spiga replied that USACE is pushing to have Vortex Contractor remove the pipe. They are making some progress.
- Mr. Simonsen stated that their Fishery Services is in full throttle this time of year. There have unfortunately already been a few fatalities with civilians in Maryland waters with some not having their personal flotation devices (PFDs).
- Captain Gary Culver is a new captain aboard the NOAA research vessel, Chesapeake, based out of the Cooperative Oxford Lab. They are working with the NMFS to maintain the Chesapeake Bay interpretive buoy system.
- Mr. Mike Grant is retiring effective 7/1, with his last functioning day 6/13. He has been serving DNR as the Regulation Coordinator and the Boat Advisory Committee. Mr. Simonsen stated he would be acting in Mr. Grant's role with his departure.

9.0 Maryland Transportation Authority (MDTA) Updates

Eric Metheny, MDTA

- Mr. Metheny stated that besides the air draft subcommittee meeting yesterday, MDTA will be doing some pier and dolphin maintenance to replace some obstruction lighting at the FSK bridge. All work will be from the water.

10.0 Baltimore City Police Department Updates

- Mr. Roepke stated that Baltimore City will have 3 fireworks barges for July 4th this year. One will be in Middle Branch, which is why they are working on the bridge, to see if it can be lifted to get the barge inside. The other two will be in the Inner Harbor. This should not affect commercial traffic.
- Baltimore City Police Department (BCPD), in conjunction with DNR, USCG and others are

increasing boardings at ships in the anchorages after the Pilots leave the ships. At the last boarding in Anchorage 5 the Pilot was a little confused because he did not know what the BCPD were doing. Mr. Roepke requested that the committee please get the word out to the Pilots, that if they see the BCPD out there, we will be boarding after they disembark.

- The BCPD are doing active shooter trainings, with one done at the USCG Yard and one with Spirit Cruises. If anyone is interested in BCPD conducting an active shooter training for their employees or organization, please contact the BCPD. Before conducting a scenario the BCPD has a discussion about what people can do.

11.0 Chesapeake & Interstate Pilots Updates

Captain David Lieberman, Federal Pilots

- Mr. Lieberman stated that the USCG has sent out a survey for waterway users who get their marine safety information and broadcast Notice to Mariners through Govdelivery, and USCG are requesting comments. Ms. Samms commented that USCG is looking into expanding Govdelivery and the survey will provide feedback on the current system.

12.0 Association of Maryland Pilots (MD Pilots) Updates

Captain Jesse Buckler, MD Pilots

Captain Eric Nielsen, MD Pilots

- Captain Buckler provided an update on information from the 6/11 air gap meeting. The subcommittee was trying to determine business rules for acceptable air gaps between the ships and the bridges. These business rules provide reliable information on the heights of the bridges. MDTA conducted a survey of the FSK Bridge, but the last Bay Bridge survey was in 2004, and there are some concerns due to changes to Mean High Water (MHW) since then. There were also some issues with how far the navigational light extends from the bottom of the Bay Bridge and whether it is on structural steel or a maintenance cage. It was requested that MDTA do a study for the Bay Bridge similar to what was done for the FSK Bridge, or at least summarize the information into a formal report similar to the one for the FSK Bridge. Once there is reliable information, the subcommittee can make an informed decision on how to adjust the height of the navigational lights on the bridges and what the acceptable air gap is for a business rule. Captain Buckler suggested that this body make that request to MDTA. The acceptable air gap being discussed is 3 feet from structural steel and 1-foot from the navigational light, but those numbers are not set. The Pilots would like the clearances for both lights to be the same, if possible, to make it more straightforward. To figure out what to recommend in changing the FSK Bridge light they need the information from the Bay Bridge.
- Captain Buckler thanked the USCG for getting the buoys for Trade Point Atlantic (TPA) lit. There is going to be a lot more nighttime traffic there and having those lighted buoys will be a huge improvement.
- The other action item the Pilots are working on is getting the lift bridges in Maryland to use a channel other than VHF 13. Captain Buckler reached out District 5 and is waiting on an update. The bridge VHF traffic is in high gear.

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

Dave Bibo, MDOT MPA

- Mr. Bibo updated the committee on accessing the meeting summaries:

- Access the MDOT MPA Website: www.mpa.maryland.gov
- Select GreenPort
- Select Channel Safety on the left of the screen
- The meeting schedule, agendas, and summaries will be located on the right.
- Mr. Bibo updated the committee on accessing MDOT MPA's document on how to obtain a dredging permit:
 - Access the MDOT MPA Website: www.mpa.maryland.gov
 - Select GreenPort
 - Select Port Operations on the left of the screen
 - Select Dredging on the left of the screen
 - Select Dredged Material Placement Right of Entry Application. This document contains all the required information to apply for a dredging permit.
- MDOT MPA has been working with the Pilots and the USCG to get the air gap issues resolved.
- Curtis Bay maintenance dredging went to Masonville DMCF, as Mr. Spiga presented, and there were no issues.
- TPA completed 200,000 CY of dredging that went to Masonville DMCF with McLean as the contractor. TPA expects to start a 2nd phase of dredging later this year. There will be close to 1 MCY of dredging done in phases.
- Seagirt Berth 3 wideners and turning basin is scheduled for May 2020 currently.
- Ms. Miller is coordinating with Ports America on some waterside and landside work.
- Colgate Creek and Seagirt 1C application to MDE is being deferred until the current permit modification is approved.
- All of the work for the Poplar Island expansion should be complete by summer 2020 as Mr. Spiga presented earlier. The buoys for recreational boaters are in place. The total capacity when the expansion is complete will be 28 MCY.
- MDOT MPA is looking at James Island as the next island to restore. The current timeframe is 2027 for operations to start on James Island.
- Cox Creek and Masonville DMCFs both have dike raising construction occurring. Cox Creek should be operational again in 2021.

14.0 Comments/Adjourn

Dave Bibo, MDOT MPA

- The remaining 2019 meetings are scheduled for 9/11 and 12/11, and the meetings will be held at the Association of Maryland Pilots Office.
- Mr. Fusco commented that he raced in the 6/1 Chesapeake Bay Paddle event and wanted to thank the USCG and Waterway Management for keeping that area clear of vessels which was a huge accomplishment, considering the current conditions this year. The ebbing tide and winds from the north caused refracting waves inside the pylons which caused a lot of boarders to flip over, and multiple rescues were witnessed. All 4 people in his division, including himself, capsized. One observation for Waterway Management is that some of the boats Mr. Fusco saw only had one individual on board, which makes them more of a spotter as opposed to a safety boat. In the future, he would also recommend having two or three Rigid Inflatable Boats (RIBs) and not a typical recreational boat.
- Meeting summaries are posted on MDOT MPA's Greenport website.