

FINAL DRAFT
SUMMARY OF THE PORT OF BALTIMORE
HARBOR SAFETY AND COORDINATION COMMITTEE MEETING
September 16, 2020 10:00 AM
Conference Call

Attendees:

Assedo Consulting, LLC: Odessa Phillip

Association of Maryland Pilots (AMP): Captain Jesse Buckler, Beth Christman, Captain Eric Nielsen

Baltimore Gas and Electric (BGE): Jim Burkman, Bonnie Johansen

Chesapeake & Interstate Pilots: David Lieberman

Gahagan & Bryant Associates (GBA): Lauren Folkert

Maryland Department of Natural Resources (DNR): Matt Negley

Maryland Department of Transportation Maryland Port Administration (MDOT MPA): Ryan Barry, Dave Bibo, Bertrand Djiki, Margie Hamby, Brian Miller, Dominic Scurti

Maryland Environmental Service: Virgil Ketner, Mindy Strevig

Maryland Transportation Authority (MDTA): Tekeste Amare

McAllister Towing: Mike Reagoso

Recreational Boaters: Raymond Fusco

Moran Towing Corporation: Nathan Hauser

National Weather Service (NWS): Brandon Fling, Steve Zubrick

National Oceanic and Atmospheric Administration (NOAA/PORTS):

National Oceanic and Atmospheric Administration (NOAA) Office of Coastal Survey: Steve Soherr

U.S. Army Corps of Engineers (USACE), Baltimore District: Kevin Brennan, Susan Estes, Graham McAllister

U.S. Army Corps of Engineers (USACE), Philadelphia District: Mike Hart

U.S. Coast Guard (USCG), 5th District: Jerry Barnes, Sam Danus, Albert Grimes

U.S. Coast Guard (USCG), Sector Maryland – National Capital Region (MD-NCR): Matt Fine, Henry Hays, Ron Houck, Shaun Landante, 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.)

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

C26 – Discuss relocating and rebuilding of Craighill Channel Range with the MD Pilots. *(Ongoing– Award of construction contract on target for September 2021; scope of work expected to be complete end of FY20 with task order awarded by November 2020. New lights are expected to be operational by the end of calendar year 2021/early 2022 pending no interruptions in the permitting process.)*

C30 – Put together a sub-committee to aid in bridge air draft issues; *(Ongoing – Next subcommittee meeting scheduled for September 16, 2020 at 2:00pm)*

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 is identifying funding and formulating a project to dredge the tug shelf and turning area for Colgate Creek.)*

General Action Items

- Overcrowded VHF-FM Channel 13: 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 5th 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 working 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 and channel 13 for commercial. *(Update – Mr. Hal Pitts from the USCG 5th District Bridge Branch has advised the Coast Guard Spectrum Manager that the Pilots Association would need to request a waiver from the FCC in order to shift traffic to channel 68. Mr. Pitts' number is 757-398-6222 and e-mail is Hal.R.Pitts@uscg.mil)*
- Mr. Runt asked if USCG could be included on the correspondence between the MD Pilots and USACE regarding the submerged anchor at Annapolis Anchorage. *(New.)*

Statements for the Record

1.0 Greetings and Introductions

**Dave Bibo, MDOT MPA
Mindy Strevig, MES**

- 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 discussed the remote meeting rules and etiquette.
- Mr. Bibo excused himself from the meeting due to a conflict. Ms. Strevig was asked to lead the meeting for the rest of its duration.

2.0 Approval of Summary for Record

Mindy Strevig, MES

- Ms. Strevig asked for a motion to accept the June meeting summary. The motion was put forth and the summary was accepted.

3.0 Baltimore Gas and Electric (BGE)

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

- Mr. Burkman remarked that the test piles for the Key Crossing Project have been underway since May 2020. The test piles are in preparation for the bulk of the work which will begin Fall 2020 as BGE is entering the construction phase of the Key Crossing Project and explained that there will be more activity as construction ramps up.
- Capt. Buckler remarked that the project has gone smoothly so far and asked if the monopole towers will be installed by November 2021 with the power lines starting to be installed. Miss Johansen confirmed and stated the Key Crossing Project was on schedule so far. Ms. Johansen commented that the schedule is updated on the website bge.com/keycrossing. She noted the website also contains project videos, construction photos, renderings, and project schedule.

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

**Jerry Barnes, USCG 5th District
Sam Danus, USCG 5th District
Albert Grimes, USCG 5th District
Henry Hays, USCG MD-NCR
Ron Houck, USCG MD-NCR
Shaun Landante, USCG MD-NCR
Chris Runt, USCG MD-NCR
Evelynn Samms, USCG 5th District**

- Mr. Runt remarked that construction of the Back Creek Range Front Light tower was delayed due to an active osprey nest and heavy rains preventing construction of the access road due to ground saturation. Original completion was expected by 9/21/2020 but has been delayed to 12/20/2020. USCGC SLEDGE, ANT Baltimore, and 5th District Range Survey Team are coordinating construction of the new front light and energizing both aids 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. Comments will be considered until October 5, 2020. USCG confirmed receipt of comments from Capt. Buckler.
- The USCG has awarded the contract to remove Hambrooks Bar Warning Light in the Choptank River but the project was cancelled due to local resident objection to the tower being removed.
- The USCG removed all fixed aids from the Gunpowder River and established seasonal buoys due to the nature of the soft river bottom not supporting pilings. Project complete as of 3/26/2020 except for LT 10. LT 10 will be removed later this fall once ospreys are no longer nesting.
- The USCG completed scheduled changes to the Northeast River due to shoaling as of 8/26/2020.
- The Swan Point South Range is due for a battery recharge and USCG will be taking the opportunity to upgrade the range to LED optics from incandescence. Estimated completion is December 2020.
- Mr. Houck commented about the current in hurricane season and stated the current status is Port Condition Normal. The annual Ice Operations Meeting is tentatively scheduled for 11/18/2020 at 10AM.
- 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.
- The COVID-19 pandemic continues to cancel or postpone many events. The following is an update on the various maritime marine events, fireworks, and other events:
 - Maryland Fleet Week and Baltimore Air Show: Cancelled but the sponsor stated USN conducted virtual ship tours may occur and the air show may return in September 2021.
 - Screwpile Lighthouse Challenge 2020: This event is an annual sailing race with various classes scheduled in the Chesapeake Bay during 09/27-28/2020 that occurs near the mouth of the Patuxent River. The start will occur at 12PM on 9/27/2020 and 10:30AM on 9/28/2020.
 - 2020 GSA Northern Bay Regatta: This event is an annual overnight race in the Upper Chesapeake Bay during 10/10-11/2020 that begins E-NE of Hart-Miller Island. A distant race on 10/10/2020 will start at 10:30AM, and two (2) shorter races on 10/11/2020 will start at 9:30AM.
 - Baltimore Harbor Cup: An annual sail race with various classes scheduled in Baltimore Harbor and its Approaches on 10/17/2020 that begins in vicinity of Baltimore Light and ends in the Northwest Harbor. The race will start at 11:30AM.
 - A long-distance solo paddle boarder will be voyaging from Havre de Grace to Virginia Beach from 9/18/2020 to 9/26/2020 with safety vessels.
- In some cases, there have been recent informal mass gatherings of boats. Mr. Houck stated the Local Notice to Mariners is updated as soon as known these events are identified. He indicated the Sector's Coast Guard Homeport and Facebook pages have announcements posted recently about political rally boat parades and on-water mass gatherings.
- The 327-foot museum ship (former USCGC TANEY) is scheduled to be towed from the Inner Harbor to the USCG Yard for 1-month DD on or about September 29, 2020.

- USCG also provided an update to the HSC about the ongoing Port Access Route Studies, Shipping Safety Fairways, Waterways Management and System Studies, and Offshore wind with the documents provided prior to the meeting (see attached).

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

Mike Hart, USACE Philadelphia

- Mr. Hart remarked he is the new project manager for the C&D Canal.
- Mr. Hart remarked that the upcoming maintenance dredging contract was awarded to GLDD for approximately 400,000 cy. Estimated start is early October 2020.
- Capt. Buckler asked what locations will be dredged for maintenance and Mr. Hart responded that he would follow up with Capt. Buckler after the meeting.

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

Graham McAllister, USACE Baltimore

Kevin Brennan, USACE Baltimore

- Mr. McAllister remarked that GLDD commenced work in February 2020 and completed the 2.9 mcy of dredging in July 2020. That total includes the removal of 2 mcy from approach channels and was placed at Poplar Island. An additional 683,000 cy was removed from the Harbor channels and was placed at Masonville DMCF.
- Mr. McAllister remarked that GLDD completed dredging of the York Spit Channel on 9/14/2020 which commenced back in May 2020. The dredged material was placed at Wolf Trap Alternate Placement Site Northern Extension and the final quantity will be calculated once the after-dredge survey is completed; expecting approximately 2.5-2.6 mcy of material. GLDD is continuing dragging operations at two (2) of the accepted sections. GLDD brought in an additional three (3) hopper dredges in August 2020 to complete the dredging contract before any time of year (TOY) restrictions took effect due to the presence of endangered sea turtles. GLDD conducted turtle trawling approximately two (2) weeks into the TOY window to prevent any entrainment. There should be no reduction in dredging as a result of the turtle trawling.
- Mr. McAllister remarked that by 9/30/2020, USACE expects to solicit the contract for Cape Henry Channel for 1 mcy to be placed at Dam Neck Ocean Placement Site. The contract award is planned for November 2020 and work is expected to commence winter 2020.
- Mr. McAllister remarked that after the Cape Henry solicitation, USACE expects to solicit for Maryland Approach Channels for 1.4 mcy of dredged material, focusing on Craighill Angle and Swan Point, and will be placed at Poplar Island. Contract award is scheduled for November 2020.
- Mr. McAllister remarked that between the Cape Henry contract and the Maryland Approach Channels contract, the funding will be exhausted and USACE will not be able to include any Harbor dredging for FFY21 unless additional funds are made available.
- FFY20 federal work plan included \$4.95 million for Energy Transfer Ports (ETP) funds and USACE 5th District and MDOT MPA have come to an agreement on the usage of the funds. The funds will be transferred over to MDOT MPA in short order. The work plan also included \$1.5 million for the Seagirt Loop Deepening Study which will investigate whether the existing portion of the project should be deepened to 50-ft. to provide for the current and anticipated fleet. This study will be a 3-year study for an estimated total of \$3M. MDOT MPA will be the

non-federal sponsor and in early September 2020 the North Atlantic Division of USACE approved the cost share agreement with MDOT MPA to provide the additional \$1.5M. Once the document is signed, a project management plan will be created.

- Mr. Brennan remarked that the debris vessel REYNOLDS, which is typically assigned to the Baltimore Harbor, has been out of commission since April 2020 for some maintenance work and will most likely be worked for a couple more months. Mr. Brennan remarked that one of the smaller vessels was brought up to provide coverage for Baltimore.

6.0 NOAA/NOS/NWS Updates

Christopher DiVeglio, NOAA/NOS/PORTS
Brandon Fling, NOAA/NWS
Darren Wright, NOAA/NWS

- Mr. Soherr stated that Bay Hydro II has been on an operational pause since the COVID-19 pandemic started. There are some areas around Solomon's Island that can be surveyed since this will not require extensive travelling. Once the operational pause is lifted they will begin surveying parts of the Patuxent River from the mouth of the Patuxent River to the St. Leonard Creek.
- Mr. Soherr remarked that the larger NOAA ships, the Ferdinand Hassler and the TJ, as well as a contractor will be working offshore Chesapeake Bay. The TJ will depart Norfolk, Virginia next week to head down to the Gulf of Mexico and the Ferdinand Hassler will remain in the area until 9/25/2020.
- There have not been extensive chart updates in the Baltimore area. Updates have been done for the electronic navigational charts (ENC) as available. Critical updates from the USCG Local Notice to Mariners are applied to the ENCs and sometimes the paper raster navigation charts (RNC). Other types of updates including bathymetry and shoreline updates are not being updated on the RNCs. Mr. Soherr remarked that a custom chart tool is in the beta test stage to create a pdf product that looks and feels like the traditional paper charts. The HSC is encouraged to test the ENC system and provide feedback.
- Mr. Soherr remarked that the Air Gap stations for Chesapeake City Bridge, Francis Scott Key (FSK) Bridge, and the Bay Bridge are doing well overall. FSK Bridge experienced a data outage from 7/5/2020 to 7/7/2020 and returned suspect data on 8/5/2020. This is being investigated and will be remedied.
- Mr. Soherr remarked that the water current stations for Chesapeake City, Bay Bridge, Cove Point, and Rappahannock Shoal are all doing well except the Tolchester Front Range current station which are currently down. He theorized a cable was snagged by dredging vessels back in April 2020 and the instrument flipped or was damaged. A dive visit was conducted in August 2020 and the sensor's whereabouts are still unknown. The Cove Point current station was reinstalled on 8/20/2020 after long term construction and a two (2) year outage. The Rappahannock Shoal current station was redeployed on 6/26/2020.
- Mr. Soherr remarked that NOAA and the Port of Maryland are discussing stations that are part of the PORTS network that could be removed so resources can be directed to more critical sensors. The Port of Maryland has gained feedback from AMP as well and will meet with NOAA later in September 2020 to go over the full list and path forward.
- Mr. Soherr remarked that NOAA and the Port of Maryland are discussing enhancements to some of the existing air gap systems. A letter was sent this summer highlighting an option to

enhance the existing systems to include a second data collection platform and second sensor. This redundancy will reduce station downtime and keep critical data flowing. So far, the Port of Maryland has expressed interest in enhancing the systems at the FSK Bridge and Bay Bridge.

- Mr. Soherr remarked that the reconnaissance for the second Bay Bridge Air Gap station (east of centerline by 100-150-ft.) was finally completed in August 2020 following NOAA COVID travel delays. NOAA is working on next steps to determine power needs for an air gap sensor at a second location over the channel, on the east bound span.
- Mr. Soherr remarked that the FSK Bridge NE Tower Wind Station had improvements made in June which improved data transmissions. The solar panels (for charging station batteries) were relocated as well as the data antenna. Additional plans to improve this station are being considered which include connecting to the bridges' power and upgrading the existing electronics enclosure and the station's data collection platform.
- Mr. Fling remarked that summer 2020 was an active season for hurricanes with Hurricane Isaias producing a number of water spouts and some tornadoes landing in southern Maryland. He noted that 239 special marine warnings were issued.
- Mr. Fling commented on upcoming colder weather and advised of the hazards associated with cold water. Mr. Fling shared the website <https://www.weather.gov/safety> for more information on safe boating and cold water hazards.
- Mr. Fling remarked that Hurricane Sally made landfall on 9/16/2020 as a Category 2 hurricane near the gulf shores of Alabama. Impacts locally in the Maryland area are expected to be minimum.
- Mr. Fling remarked that the seasonal outlook for hurricanes was expected to be an extremely active hurricane season. A normal season would consist of twelve (12) named storms where six (6) are hurricanes with three (3) of those six (6) being major hurricanes. At this point in the hurricane season, there have been twenty (20) named storms and the current forecast is for nineteen (19) to twenty-five (25) named storms where seven (7) to eleven (11) of them will be hurricanes and three (3) to six (6) will be major hurricanes. Hurricane season runs through till 11/30/2020.
- Mr. Fling remarked that the seasonal outlook will favor lower temperatures and below normal odds for rainfall in the short term. The long term forecast for fall 2020 will likely be above normal temperatures with no strong signal for precipitation. The long-term winter 2020 forecast will likely have (75% chance) La Niña conditions persist for warmer and dryer conditions.
- Mr. Wright is looking to simplify some of their messaging. She remarked that the NWS has a survey concerning high surf advisories and NWS is looking to eliminate the term "advisory" as it has proved confusing term over the years. The website link https://www.weather.gov/media/notification/pdf2/pns20-66exp_high_surf.pdf will take anyone interested to this survey for changing "High Surf Advisory" to a plain language statement. Mr. Wright remarked that the results of the similar survey for changing "Small Craft Advisory" to "Small Craft Warning" and it received an 80% favorable response to that. Changes will not take affect for a couple year down the road. The website link <https://www.weather.gov/hazardsimplification/revampprogress> talks about the proposal to change "High Surf Advisory" to a plain language statement.

7.0 Department of Natural Resources (DNR) Updates

Matt Negley, DNR

- Mr. Negley remarked that the DNR is performing bouy maintenance and attending to abandoned boats. This past week DNR has pulled two (2) abandoned boats in Queen Anne’s County and one (1) near the entrance of Rock Hall in conjunction with USCG and Natural Resources Police.
- Mr. Negley remarked that DNR will take over the top two (2) to three (3) buoys in the Northeast River which USCG recently dropped.

8.0 Maryland Transportation Authority (MDTA) Updates

Tekeste Amare, MDTA

- Mr. Amare remarked that MDTA responded to the letter from MDOT MPA regarding moving the navigational light on the FSK Bridge. A response letter was sent out to USCG and included MDOT MPA in the letter.

9.0 Chesapeake & Interstate Pilots Updates

David Lieberman, CIP

- Mr. Lieberman remarked that the Federal Pilots are concerned with USCG’s proposal to remove the Brewerton Eastern Extension range. Of the twenty-one (21) ranges north of the Bay Bridge leading to Baltimore, the Brewerton Eastern Extension range is the most critical. He stated the current is very strong along the length of that extension and makes for difficult transit at times. Mr. Barnes responded saying that he appreciated the comment and the primary issue with that range deals with leasing the property that the range is on. USCG is looking for cheaper options such as having the range in the water. USCG wanted to verify the importance of the range as they go through the design process. Mr. Lieberman remarked that the range could be in the water and still be useful.

10.0 Association of Maryland Pilots (MD Pilots) Updates

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

- Capt. Buckler remarked that he wanted to have Action Item C6-Evaluate traffic separation scheme (TSS) at Smith Point put back on the Action Item List. The natural flow of traffic crosses Smith Point for deep draft ships, especially the northern half. The plan was to remove the northern half so that deep draft ships were not in violation once normal traffic resumes. Mr. Barnes remarked that USCG is very busy now making TSS’s in multiple areas of the 5th District. It will most likely be low in queue.
- Capt. Buckler commented on a ship at the Annapolis anchorage that has a tow cable became free and went to the bottom of the water. The coordinates of this tow cable are known and if there was a way for USACE to remove. Mr. McAllister requested Capt. Buckler send him the coordinates and USACE would investigate. Mr. Soherr asked if this should be placed into the local notice to mariners and Capt. Buckler remarked that it is technically an obstruction and should likely be placed on the charts. It was decided the quickest way to put the submerged

obstruction on the charts is to put in the “chart correction” section of the local notice to mariners. Mr. Runt asked if USCG could be included on the correspondence between the MD Pilots and USACE regarding the submerged anchor.

- Capt. Buckler remarked about Ms. Hamby’s email mentioned information about a letter pertaining to the Chesapeake Bay Bridge Tunnel about a possible new tunnel section for the Chesapeake Channel. Capt. Buckler was concerned that he missed an attachment for that email. Ms. Hamby will follow up after meeting and ensure Capt. Buckler receives the attachment.

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

Bertrand Djiki, MDOT MPA

Mindy Strevig, MES

- Ms. Strevig remarked that the Air Draft Subcommittee meeting was scheduled for 9/16/2020 at 2:00PM. The meeting would focus on Port guidance related to ensuring safe clearance for vessels under the FSK bridge and Chesapeake Bay Bridge.
- Ms. Strevig remarked that Tradepoint Atlantic (TPA) is dredging 200,000 cy of dredged material to be placed at the Cox Creek DMCF by Corman Marine. Corman Marine has mobilized and is expected to start soon.
- Ms. Strevig remarked that the Seagirt Berth 3 dredging project is expected to award late October 2020 and be placed at the Masonville DMCF. The lowest bidder appears to be GLDD but bids are still under review. A construction schedule will be shared when received. The Seagirt Berth 3 pocket dredging portion of the project, handled by Ports America Chesapeake (PAC), includes 31,000 cy will also be placed at Masonville DMCF and needs to be completed before April 2021, when the cranes are scheduled to be delivered from China. PAC is currently soliciting a contractor for the toe-wall installation.
- Ms. Strevig remarked on several upcoming dredging project including:
 - Fleet Week for 15,000 cy of dredged material placed at Masonville.
 - Dredging associated with the Dundalk Berth 3 Reconstruction
 - Amports dredging at the Chesapeake terminals for approximately 10,000 cy to 15,000 cy of dredged material.
 - US Gypsum maintenance dredging for approximately 4,500 cy of dredged material to be complete between December 2020 and June 2021 once permits are received.
- Ms. Strevig remarked that the Poplar Island Expansion work has been scheduled for completion by November 2020. Estimated completion of Poplar Island is 2034.
- Ms. Strevig remarked that the Mid-Bay Project has been moving forward with geotechnical investigations and initial design. USACE is working on the design on both Barren and James Islands where James Island is expected to be 2,000 ac. with a capacity of 90-95 mcy with a lifespan of 28-30 yr. James Island design is expected to be completed by 2024 with construction starting some time between 2024 and 2027 and operations for inflow will start in 2028. The schedule is subject to change as the project team updates their project management plan. Barren Island will be constructed first with the wetland restoration portion expected to start in 2022. USACE has designed Barren Island to have 74 ac. total. The dredged material source for Barren Island will likely be local channels and small navigation channels and will be placed over thin lifts in the wetland area. The project team is currently doing the geotechnical, hydrographic, and aerial work along with some wetland delineation and

environmental studies.

- Ms. Strevig noted that the Mid-Bay project consists of both Barren and James Islands and is a cost share project between the federal government and Maryland state government as the local sponsor. State government is responsible for 35% and the federal government is responsible for 65% of the funding portion.
- Ms. Strevig remarked that the Cox Creek DMCF Expansion is ongoing and will be moving forward with the +60 expansion in Spring 2021. The Base Dike Widening project is nearing completion and will be completed by the end 2020. The Masonville DMCF base dike widening and raising has been delayed due to budgeting limitations.
- Ms. Strevig remarked that MDOT MPA and USACE are reaching an agreement for the cost-share of the Seagirt Loop Study deepening to 50-ft. It is expected to start in late 2020.
- Mr. Soherr remarked that USACE has an agreement with MDOT MPA to survey a lot of the channels that are not actually part of the federal project and wondered if there were any surveys that USACE or MDOT MPA has that would be items that are not currently posted on USACE's EHydro website and if they could be sent to Mr. Soherr. Ms. Strevig remarked that MDOT MPA has been doing regular surveys to monitor shoaling in channels and can be sent along. Ms. Strevig asked if MDOT MPA should send after-dredge surveys to have the NOAA ENC's updated and Mr. Soherr remarked that NOAA would be interested in applying them to the ENC's.

12.0 Comments/Adjourn

Mindy Strevig, MES

- Ms. Strevig expressed thanks to the group for a productive and smooth meeting.
- Ms. Strevig 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 12/9/2020.