

FINAL DRAFT
SUMMARY OF THE PORT OF BALTIMORE
HARBOR SAFETY AND COORDINATION COMMITTEE MEETING
December 11, 2019 10:00 AM
Association of Maryland Pilots
3720 Dillon Street
Baltimore, Maryland 21224

Attendees:

Assedo Consulting, LLC: Odessa Phillip
Association of Maryland Pilots (AMP): Captain Jesse Buckler, Captain Eric Nielsen
Baltimore Gas and Electric (BGE): Jim Burkman, Bonnie Johansen, Geoff Thomas
Century Engineering, Inc.: Jeff Brown
Chesapeake & Interstate Pilots: David Lieberman
Gahagan & Bryant Associates (GBA): Brian Newbury
Maryland Department of Transportation Maryland Port Administration (MDOT MPA): Ryan Barry, Dave Blazer, Dave Bibo, Kristen Fidler, Holly Miller, Mike Miller
Maryland Environmental Service: Virgil Ketner, Mindy Strevig
Maryland Transportation Authority (MDTA): Tekeste Amare
Moffatt & Nichol: Mehedi Rashid, Isaiah Sampson
Moran Towing Corporation: Nathan Hauser
National Weather Service (NWS): Isha M. Renta
National Oceanic and Atmospheric Administration (NOAA/PORTS): Christopher DiVeglio, Chris Metzger
National Oceanic and Atmospheric Administration (NOAA) Office of Coastal Survey: Edward Owens, Starla Robinson
Sargent & Lundy: Michael Levy
U.S. Army Corps of Engineers (USACE), Baltimore District: Jeremiah Spiga
U.S. Army Corps of Engineers (USACE), Philadelphia District: Gavin Kaiser
U.S. Army Corps of Engineers (USACE), ERDC – CNL: Brian Tetreault
U.S. Coast Guard (USCG), 5th District: Jerry Barnes, Gary George
U.S. Coast Guard (USCG), Investigations Division: Leslie Downing
U.S. Coast Guard (USCG), Sector Maryland – National Capital Region (MD-NCR): Matt Fine, Ron Houck, Courtney Perry, Chris Runt, Fred Valbo
U.S. Coast Guard (USCG), Port Recovery: Jeff Dolbow

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 –12/2019 update- Mr. Spiga stated that the areas of the two (2) 36' obstructions and the 28' obstruction were surveyed. The surveys confirmed the existence*

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

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

B7 – In place of eHydro, surveys will be posting on the Baltimore District websites to ensure accessibility. *(Ongoing - Data has started updating in eHydro. Mr. Spiga requested the Harbor Safety Committee (HSC) access and utilize the current database and share feedback on functionality and usability of eHydro current conditions.*

USCG Sector Maryland – National Capital Region

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

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

C30 – Put together a sub-committee to aid in bridge air draft issues; *(Ongoing - The subcommittee recommends a "Safety Factor" of two (2) feet ten (10) inches from structural steel for commercial vessels transiting the Bay and Key Bridges. The subcommittee will formalize the recommendation for inclusion in port guidance and business rules. The next subcommittee meeting date to be determined.)*

BGE

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

MDOT MPA

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

additional permit modification after current Harborwide permit modification is complete.)

General Action Items

- Mr. Kaiser will notify MDOT MPA when the meeting with Maryland Department of the Environment (MDE) at Pearce Creek will be held. *(Ongoing- Mr. Kaiser stated that the next meeting with MDE will happen after the next holiday cycle but the date has not been confirmed. Mr. Kaiser will update the HSC once the meeting with MDE is scheduled.)*
- Mr. Kaiser will provide an update on the bridge repair contracts at the 12/11/2019 meeting. *(Update: Demobilization is beginning from the St. George's Bridge over the C&D Canal. The Chesapeake City Bridge is the next bridge in need of structural repairs. Contract development for repairs is ongoing with expected design completion by summer 2020 and contract award in fall 2020. Repairs appear to consist of structural steel repairs. Construction sequencing will minimize lane closures and avoid air draft restrictions.)*
- Mr. Houck will send Mr. Bibo an email with Fleet Week details and logistics. *(Ongoing - No Fleet Week details are available at this time; additional details are anticipated after the initial planning meeting scheduled for next week. Event organizers have previously stated Fleet Week 2020 is scheduled for September 9-13, 2020 (Wed-Sun). The first Air Show Baltimore planning meeting was held on November 18, 2019; the next meeting is scheduled on January 21, 2020. Event organizers reported the following: (1) the air show could be the biggest ever for Baltimore, coinciding with the 75th Anniversary of the end of World War II, (2) the performers could include both the Navy's Blue Angels and the Air Force's Thunderbirds, (3) no air box changes are anticipated, and (4) the planning kickoff, Concept Development Conference, will be held at Naval Operations Support Center (NOSC) Baltimore on December 18, 2019.)*
- CDR Samms will verify with USFWS the window for osprey nest removal from the range lights under the 2020 permit. *(Mr. Runt confirmed that the permit acquired by the USCG includes fifty (50) osprey nests and one hundred (100) cormorant nests on the range lights. USCG will be able to correct ranges during the active nesting season (prior to September 1, 2020). The permit is not applicable to any other aids so buoys and more minor lights/day beacons will need to wait until September 1st of each year. Those are considered on a case-by-case basis, and USCG could request permits for individual aids with active nests, if necessary, which is a thirty (30) day process.)*
- CDR Samms will provide a contact for Capt. Buckler to follow up on the process to move the lift bridges off the VHF-FM Channel 13 position to another VHF-FM channel. *(Ongoing- Mr. Barnes stated a solution to reduce the number of bridge-to-bridge users on VHF Channel 13 is being examined by the USCG 5th District. Consideration is being given to an outreach campaign including signage education for recreational mariners to use VHF-FM Channel 68.)*

- NOAA will arrange for ENC chart instruction to the USCG and/or to the Harbor Safety and Coordination Committee. - *Ongoing*
- CDR Samms will investigate the possibility of noting either the daytime or nighttime signal when reporting discrepancies (particularly with the range lights north of the Bay Bridge) that are broadcast to the Local Notice to Mariners. (*Update: BOSN Runt contacted Capt. Buckler and Capt. Lieberman to follow up. Regarding Day/Night optics, the Broadcast Notice to Mariners (BNM) process gives the USCG some flexibility on writing in what the BNM states. USCG command center was asked to include the requested information, and to include it on their notification to the responding Aids to Navigation (ATON) team. Quality of the BNM's are monitored for optics issues. As for the Local Notice to Mariners (LNM), USCG 5th District LNM Manager sent an e-mail to USCG Headquarters asking to have that optics option built into the program. The system runs off drop-down menus and currently has no option for day and night optics. It was noted that with technological advances, the need is becoming greater for this option to be added.*)
- Mr. DiVeglio will provide a status update for Capt. Buckler regarding upgraded sensor for the Northeast Tower. (*New*)

Statements for the Record

1.0 Greetings and Introductions

Dave Bibo, MDOT MPA

- Mr. Bibo welcomed everyone and called the meeting to order.
- 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 (HSC) updates and summaries.
- Mr. Bibo introduced the team from Baltimore Gas and Electric (BGE) as the first topic item and noted the remainder of the formal HSC meeting would continue after the BGE presentation on the Key Crossing Project.

2.0 Baltimore Gas and Electric (BGE)

Jim Burkman, BGE
Bonnie Johansen, BGE
Michael Levy, Sargent & Lundy
Odessa Philip, Assedo Consulting, LLC.
Geoff Thomas, BGE

- Ms. Johansen introduced herself as the manager of large projects at BGE. The BGE Key Crossing Project will install eight (8) monopole towers, two (2) inland towers and six (6) waterside towers for the purposes of replacing the existing underground facilities. These 230

kV transmission lines will run adjacent to the Key Bridge. The construction of this project will take two (2) years to complete once permits are finalized. The project is currently in the bid process for construction and BGE hopes to use a local bridge contractor to complete the work. BGE anticipates resolution from both the Maryland Public Service Commission and the tidal wetlands license approval from the Board of Public Works by end of March 2020. Construction is expected to start July 2020.

- Mr. Bibo inquired about the abandoned submarine cable near the Masonville Dredged Material Containment Facility (DMCF). Dredging contractors frequently ask MDOT MPA for confirmation of this abandonment and are hesitant to start dredging until they know that the submarine cable is deenergized. Mr. Bibo was directed to email Mr. Burkman or Ms. Johansen requesting documentation.
- Capt. Buckler inquired about the final clearance for the transmission wires, pertaining to the air gap. Mr. Levy responded the clearance will be 230.1 ft. from mean high high water (mhhw) to the wire itself, which would ensure a ship with a 215 ft. air draft can pass underneath. This measurement also considers any rise in sea level for the future.
- Mr. Hauser asked if there would be any impact to daily vessel operations. Ms. Johansen ensured that the contractors will stay out of the main channels to avoid impact to daily vessel operations. BGE ensured they will work with the proper agencies and the contractor to ensure any impact will be minimized.
- Mr. Kaiser asked what color lights would be used for the base of the towers. Mr. Runt requested either white or yellow and requested red and green lights be avoided since they are the primary channel delineation colors.

3.0 Approval of Summary for Record

Dave Bibo, MDOT MPA

- Mr. Bibo asked for a motion to accept the September meeting summary. Capt. Buckler clarified MDOT MPA item M6 on Page 2 stated “Berth 1C” and should be “Buoy 1C”. The motion was put forth afterwards and the summary was accepted with this edit.

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

Jerry Barnes, USCG 5th District

Ron Houck, USCG MD-NCR

Chris Runt, USCG MD-NCR

- Mr. Barnes confirmed the USCG 5th District Branch and USCG headquarters are working to resolve the VHF-FM Channel 13 issues raised previously by the MD Pilots. It is believed the issue could be resolved with signage and education directing commercial mariners to use VHF-FM Channel 13 and recreational mariners to use VHF-FM Channel 68. Outreach campaigns are being considered to convey this clarification.
- Mr. Runt remarked the right of entry permit was signed on 11/27/19 which gave the USCG permission to construct a roadway to access the site of the Back Creek Range Front and Rear Lights to begin building the new structure. The last communication with USCG Civil Engineering Unit (CEU) Cleveland stated the contract to build the new structure is anticipated for award in March 2020. Once the rear tower is built, the USCG *Cutter Sledge* will build the front tower for a fully functioning Back Creek Range.
- Mr. Runt remarked the Brewerton Range Rear Light is currently blocked by trees. USCG is working with Baltimore City and the Baltimore City Arborist to remove and top several trees

in accordance with the easement signed in 1890 to keep the line of sight clear. USCG and Baltimore City anticipate a meeting by the end of December 2019 to discuss.

- Mr. Houck remarked that the Annual Ice Operations planning meeting on 11/13/19 was successful. It was noted December 15 is the normal start time for USCG 5th District Ice Operations, which will run through the end of March.
- Two (2) USCG notices were published in the Federal Register on 11/29/19. Docket USCG-2019-0822 is a notice of inquiry to establish two (2) new regulated anchorages in the Atlantic Ocean in the vicinity of the entrance to the Delaware Bay and River as potential wind energy leases would remove traditional unregulated anchorage areas from use. Docket USCG-2019-0765 is a notice of proposed rulemaking to establish four (4) safety zones for waters of the Patapsco River, Chesapeake Bay, and Potomac River primarily for USCG training purposes.
- Mr. Barnes remarked that in the Mid-Atlantic region, the USCG has several waterway analysis and management system (WAMS) review studies that are in progress or under review at the district level and as a result some changes are being implemented. Studies are being done for the Atlantic and Gulf Coast Seacoast System (AGCSS), Upper Potomac River, MD, Chesapeake Bay Approaches and Entrance Channels, VA, James River, VA, Beaufort Inlet, NC, and Harkers Island and Shackleford Banks, NC. Locally, USCG MD-NCR completed the Upper Potomac River WAMS and as a result USCG 5th District is implementing changes which include removal of bells, gongs, and whistles, provision of landfall lights with an operational range of five (5) nautical miles from the 30 foot curve, and charting of hazards 30 feet or less in offshore shipping lanes. In addition, the USCG 5th District analyzed the Automatic Identification System (AIS) traffic for several years and segmented that by draft. The USCG is also investigating year-round ice holes in the Potomac River which would allow the USCG to significantly reduce their servicing costs. These assessments will be finalized, reviewed by the commandant for approval, and then provided to MDOT MPA for additional feedback.
- Mr. Lieberman inquired about the WAMS review for the AGSS and questioned why whistles would be taken off the Morse Code ‘A’ (MoA) buoys that delineate safe water at the end of a navigable channel since the whistles are mechanical devices that require no maintenance. Mr. Barnes stated that this decision was based on the results from the AGCSS WAMS, which was a six (6) month study and was based on user inputs resulting in the whistles being deemed no longer necessary for safe navigation. Mr. Lieberman responded that if the whistles are taken off the MoA aids, like the ones at the entrances to the inlets, the same thing should be done to the nine (9) safe water marks between the entrance and Love Point near the Key Bridge. Mr. Barnes stated that USCG WAMS were primarily concerned with the landfall and approach aids and not the Chesapeake Bay inland aids. He noted a variety of user groups provide input for each WAMS. Any changes that USCG plans on implementing will be proposed through the LNM process where USCG responds to comments. If USCG decides to move forward with the new plans, then an advanced notice will be issued. The USCG intentions are to try to provide the mariners with improvements to navigation that will be cost effective and will take advantage of all the advancements to navigation over the past three (3) decades.

USCG MD-NCR and USCG 5th District are busy with the permitting and risk assessment portions of the offshore wind projects. New Jersey more than doubled its target for offshore wind energy production under Executive Order (EO) 92, which raises New Jersey’s goal from 3,500 MW of offshore wind energy generated electricity by 2030 to 7,500 MW by 2035. Garden State Offshore Energy I project (offshore north Delaware) submitted a Site

Assessment Plan (SAP) on 7/25/18 and the Construction and Operations Plan was due to the Bureau of Ocean Energy Management (BOEM) by 6/1/19, but the BOEM approved a term extension for the lessee. Dominion Energy (offshore Virginia Capes) has the SAP approved 10/12/17 and the COP is due by 2022. The project plans to install 220 turbines capable of generating 2,640 MW of electricity by 2026. This will be accomplished in three (3) phases, 880 MW each, in 2024, 2025, and 2026. US Wind project (offshore Maryland) has its SAP approved in 3/22/18. The meteorological tower installation was delayed and will be installed 15.5 miles east of Ocean City, MD, and 6.5 miles south by southwest of Delaware Lighted Buoy D. US Wind anticipates submitting COP to BOEM early 2020. Coastal Virginia Offshore Wind project currently has onshore construction ongoing and offshore construction begins April 2020 and will be completed by July 2020. The plans include turbines, two (2) six (6) MW, 0.6 nautical miles (nm) apart. Ocean Wind project has its SAP approved 5/17/18, COP submitted 8/15/19, and the Nav Safety Risk Assessment is currently under review by USCG 5th District/Sector Delaware Bay. Orsted plans to install 92 turbines (12 MW each) capable of generating 1,104 MW. Atlantic Shores project anticipates submitting their SAP by December 2019 and the COP by 2021. Kitty Hawk project began SAP surveys the week of 9/23/19. The SAP is expected by winter 2019 and the COP is anticipated in 2021. The Skipjack Offshore Energy project (offshore Delaware-south) had the southern portion of the lease assigned to Skipjack Offshore Energy at the request of Garden State Offshore Energy and approved by BOEM on 6/12/18. This will include up to sixteen (16) wind turbines (8-12 MW each) spaced 0.7 to 0.87 nm apart with up to one (1) offshore sub-station. COP was submitted July 2019 and operations is anticipated for 2022. The New York/New Jersey Ocean Grid Project would entail the construction, installation, and operation of an offshore transmission system of approximately 185 nm of submarine cable on the Outer Continental Shelf (OCS) and approximately 118 nm of submarine cable on State submerged lands to deliver offshore wind energy generation to the onshore electric grid. On 6/19/19, BOEM published a Request for Competitive Interest.

The Air Gap Subcommittee, comprised of members from AMP, USCG, MDTA, NOAA, and MDOT MPA, recommend the HSC establish a clearance safety factor of 2' 10" below the structural steel of the Bay Bridge east and west spans and for the Key Bridge. Mr. Hauser considered that the port guidance would be a well-known safety factor that would be considered a best practice and pilots would likely adhere to this port guidance as best as possible. Mr. Houck questioned if the HSC would be notified of any deviations from the port guidance. Mr. Bibo and Mr. Nielsen explained that the communication protocols would be discussed at the next subcommittee meeting. A possible noted exception to the port guidance could be the upcoming crane delivery for Seagirt Berth 3. Mr. Bibo called for the HSC to endorse the term port guidance when considering the 2' 10" clearance recommendation and the motion was accepted.

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

Gavin Kaiser, USACE Philadelphia

- Mr. Kaiser stated that a contract was awarded to Great Lakes Dredging and Dock (GLDD) for \$11.7 million at the end of September 2019 for maintenance dredging of the C&D Canal and Approach Channels. GLDD will use bucket dredges to remove 500,000 cubic yards (cy) of material primarily from the Pooles Island area channels and place it at the Pearce Creek DMCF. The dredging operation will start late-December for approximately a month followed

by approximately another month for demobilization and discharge at Pearce Creek DMCF. The plan is to utilize two (2) dredges for 24-hour dredging to complete work before ice impacts the operation. If ice does impact the operation, then GLDD will demobilize and return after the ice season and before the environmental window that starts March 15th.

- Mr. Houck inquired about the parameters requiring dredging operation to halt. Mr. Kaiser explained that decision is at the discretion of the contractor as to whether it is safe to continue operations during the ice season. Mr. Kaiser also stated the project does not anticipate any ATON buoy movements to occur.
- USACE has asked MDE for a one (1) year extension for the water quality certification at the Pearce Creek DMCF. The water quality certification was originally issued for one (1) year and included dredged material quantities up to approximately 1.3 million cy. Since this dredging operation will only have roughly 500,000 cy of material dredged, USACE Philadelphia does not anticipate concerns with the requested one-year extension. USACE Philadelphia is currently waiting response from MDE.
- Mr. Kaiser stated USACE Philadelphia has been continuously surveying, especially the Pooles Island area; those surveys have been recently posted to eHydro.

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

Jeremiah Spiga, USACE Baltimore

- Mr. Spiga mentioned a \$26.4 million base contract awarded to GLDD on 8/30/19 with a total potential contract of \$38.3 million when options are executed. This contract is for dredging and placement of approximately 2.7 mcy of material of which 2.1 mcy is coming from the Maryland Approach Channels, including the Brewerton Eastern Extension and Tolchester Channels, with placement at Poplar Island, and approximately 635,000 cy of Baltimore Harbor material, including the Brewerton Channel and Angle, and East Channel of the Northwest Branch with placement at Masonville DMCF. The contract required GLDD to start with the Maryland Approach Channels followed by the Baltimore Harbor work to allow for finalization of the tipping fee for placement at Masonville DMCF. USACE is delaying the award for the Baltimore Harbor work until the tipping fee is established. The preconstruction meeting for the Maryland Approach Channels contract takes place 12/12/19 at Poplar Island. Work is anticipated to begin late January 2020.
- Mr. Bibo asked if the same GLDD equipment used for the unloading of material into the Pearce Creek DMCF for the USACE Philadelphia projects will be used for the Maryland dredging projects. Mr. Spiga confirmed that would be the case. The unloader relocation from Pearce Creek DMCF to Poplar Island would be the primary schedule driver for unloading into Poplar Island.
- Mr. Spiga stated GLDD was also the lowest bidder for the York Spit contract for dredging of 2.6 mcy in Virginia Waters. This contract will be awarded once the memorandum of agreement (MOA) for the cost share between USACE and MDOT MPA is executed. The award date has been pushed back the maximum period that the Contractor is obligated to hold their bid amount; however, GLDD agreed to extend the bid price for an additional sixty (60) days until 2/21/20. The MOA is currently with USACE headquarters for approval. It is expected the MOA will be finalized by USACE within the next couple of weeks at which point it will be sent to MDOT MPA for the transfer of funds. There will most likely be a two (2) week delay in Millington, USACE Baltimore Division funds processing location, and then the money will officially be available for USACE to award to the contractor. The cost share is necessary due

to the placement of the material at the Wolf Trap Alternate Placement Site Northern Extension, just north of the federal standard placement location for Wolf Trap Alternate Placement Site. The environmental window for turtle nesting is April through September. It was noted that historically contracts have been shut down early due to the turtle influx so the late start for the dredging may be a challenge to complete the 2.6 mcy of dredging before the window takes effect.

- Mr. Bibo asked the timeframe for the environmental assessment for finding an alternate site from the Wolf Trap Alternate Placement Site Northern Extension. Mr. Spiga stated that the preliminary assessment was making its rounds for final editing and will be sent to USACE North Atlantic Coast Division (NAD) for their review in the next two weeks hopefully; from there it would need to go to USACE headquarters which would take approximately a month after that before anything conclusive can be shared.
- Mr. Spiga noted a meeting will be necessary sometime in February with AMP and MDOT MPA to go over needs for future dredging of the Maryland Approach Channels. Mr. Spiga stated that a recent Cape Henry survey showed that there was considerable shoaling due to Hurricane Dorian in August 2019. Cape Henry was not slated to be dredged until FY22 but may have to be dredged in FY21, if possible.

7.0 NOAA/NOS/NWS Updates

Christopher DiVeglio, NOAA/NOS/PORTS

Chris Metzger, NOAA – Coast Survey

Ed Owens, NOAA – Coast Survey

Isha Renta, NOAA/NWS

Starla Robinson, NOAA – Coast Survey

- Mr. Owens stated that NOAA is discontinuing updates of the raster and paper charts over five (5) years and updating only the electronic nautical charts (ENC) across the country. Currently, the paper charts are getting the critical updates and not the full updates. NOAA Hydrographic Survey Data (HSD) is compiling data that supports these ENC into one database that can then be utilized to create charts in a gridded format, unlike the current scheme which is based off printing paper copies. Feedback on the Federal Register update of this change will be received during the time period from now until 2/1/20 to allow stakeholders to drive the update process. The HSC is encouraged to notify Mr. Owens of comments on the current data available. A NOAA custom chart app exists where the ENC can be utilized and a paper product can be printed as well. This app is still in development and is receiving feedback to help fine-tune the product. Mr. Owens encouraged everyone to use this tool and to provide any feedback to him via e-mail.
- Ms. Robinson shared a survey from Central Chesapeake Bay/Virginia which is updating data from circa 1950. Currently updated information is being collected for this area and Ms. Robinson requested any feedback for inclusion on the ENC database for this area. The intention is to update bathymetric source data to further enhance the ENC and future products.
- Mr. DiVeglio stated the air gap sensors are functioning normally in general. There was an outage recently that was tied to alternating current (AC) power loss on the Bay Bridge. Data was turned back on 12/10/19, however the battery will be replaced on the air gap sensor due to the battery being drawn down during that outage. Data can be transmitted via IP modem communications until this battery is replaced at which time data will once again be transmitted by satellite.
- Mr. DiVeglio mentioned the Rappahannock Shoal current meter on LB60 will be repaired before the end of December 2019. The system has been tested but the weather is playing a

major factor with scheduling repairs. Cove Point has had a delay with the current meter repair due to the procurement and delivery of the I-beam, which should be reinstalled before the end of December 2019. Also, currently no wind data is being collected at Cove Point due to roof repairs which required the instrument to be temporarily taken down. The Francis Scott Key Bridge has a lane closure scheduled for 12/12/19 to bring the wind data back online.

- Mr. DiVeglio introduced Mr. Chris Metzger who oversees all the maintenance activities for all of NOAA's stations inside and outside of ports from Maine to the Outer Banks, NC, including the Chesapeake area.
- Capt. Buckler inquired about the status of an updated sensor for the Northeast Tower as he believed it had been fabricated. Mr. DiVeglio and Mr. Metzger replied that originally, the outage was thought to be caused by loose solar panels, but a quick look determined that it was not the issue; it is possible the outage could be caused by a voltage regulator malfunction but not actually related to the wind sensor itself. Mr. Metzger stated the sensor will be back up and running 12/13/19.
- Ms. Renta stated that the precipitation was above average, and temperature was slightly above average for October 2019. November 2019 was below average for precipitation and temperatures. Outlook for the rest of December 2019 will be slightly above average precipitation and temperature.
- Ms. Renta provided an update on the updated formatting change for the small craft advisories and gale warnings that will reflect a concise what, where, when, and impact format. This change was implemented on 12/3/19 and should provide an easier and clearer experience for the user.
- Ms. Renta stated that Mr. Brandon Fling will be taking over the weather program and will be attending the next couple of meetings.
- Mr. DiVeglio gave an update for the second Bay Bridge Air Gap project. NOAA provided their input on where the preferred location would be for the air gap sensor, which was at the end of the channel. Since there is no maintenance cage at that location, installation of a cage should be considered. Drawings were requested from MDTA for design assistance. NOAA is close to finalizing permitting for the right of entry for the second air gap sensor. Mr. Amare stated that the location information was not specific enough to grant a right of entry permit for the Bay Bridge. Once the location and details of the new air gap sensor installation is determined, then the right of entry permit will be issued. NOAA is looking to do some reconnaissance of the area but with the construction on the eastbound span of the Bay Bridge an early morning effort would work best. The reconnaissance access would not require a right of entry.

8.0 Maryland Transportation Authority (MDTA) Updates

Tekeste Amare, MDTA

- Mr. Amare remarked that MDTA has completed the review requested by the Air Gap Subcommittee group to determine the lowest points of the Bay Bridge. The current task is to confirm the westbound span is higher than the eastbound span of the Bay Bridge, and for the purposes of this HSC meeting, the request can be considered addressed on 12/10/19, but further discussions will be held at the next Air Gap Subcommittee meeting.

9.0 Association of Maryland Pilots (MD Pilots) Updates

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

- Capt. Buckler noted the request to raise the Key Bridge light where it extends down beyond the 2' 10" port guidance safety factor from the Air Gap Subcommittee. The raising will result in the charted air gap of the bridge to approximately 187 feet.

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

Dave Bibo, MDOT MPA

- The 200,000 cy dredging project from Tradepoint Atlantic (TPA) anticipated for this current fall/winter does not appear to be occurring this dredging cycle. It was noted the TPA dredging project has an environmental window from February 15 to June 15.
- MDOT MPA is working with Ports America Chesapeake (PAC) on the Seagirt Berth 3 dredging. The dredging is dependent on the completion of the toe-wall installation for the landside work. MDOT MPA is coordinating with PAC on schedule and sequencing for the dredging.
- Poplar Island Expansion (PIE) should be completed by next summer (2020) and an additional 28 mcy of capacity will be available, which equates to approximately fourteen (14) years of placement. The design for the Mid-Bay project with USACE has started. The design for the first phase of the project, Barren Island, will take about 2-2.5 years to complete.
- MDOT MPA had a meeting with Motiva a few months prior to this HSC meeting. Mr. Bibo confirmed that the 300,000 cy that was anticipated to be dredged is a combination of maintenance material and new dredging. MDOT MPA will only accept the 100,000 cy of maintenance material at the Masonville DMCF. Weeks Marine has a placement location, Whites Basin in New Jersey and Motiva are currently looking at a cost proposal to take the 200,000 cy of new work dredging to New Jersey.

Comments/Adjourn

Dave Bibo, MDOT MPA

- Mr. Bibo thanked the Maryland Pilots for hosting the meeting. The 2020 meeting schedule is 3/11/20, 6/10/20, 9/9/20, and 12/9/20.