FINAL DRAFT
SUMMARY OF THE DREDGED MATERIAL MANAGEMENT PROGRAM
MANAGEMENT COMMITTEE MEETING
April 24, 2020, 1:00 PM
Virtual Meeting

Attendees:

Angie Ashley Consulting: Angie Ashley
Anchor QEA: Walter Dinicola
Association of Maryland Pilots (AMP): Eric Nielsen
Audubon Maryland-DC: David Curson
Chesapeake Bay Foundation: Doug Myers
Citizens Advisory Committee (Chair): Adam Lindquist
Council Fire: George Chmael II, Katie Smith
EcoLogix Group: Steve Pattison
Maryland Department of Natural Resources (DNR): Bruce Michael, Richard Ortt
Maryland Environmental Service (MES): Tammy Banta, Jeff Halka, Dallas Henson, Melissa Slatnick, Jay Sullivan
Maryland Department of the Environment (MDE): Matt Rowe
Maryland Department of Transportation: Eddie Lukemire, Dorothy Morrison
Maryland Department of Transportation Maryland Port Administration (MDOT MPA): Sergio Adantor, Dave Blazer, Kristen Fidler, Jennifer Guthrie, Tom Hall, Margie Hamby, Katrina Jones, Kristen Keene, Holly Miller, Amanda Peñafiel, Gannon Price, Dominic Scurti
National Oceanic and Atmospheric Administration (NOAA) Chesapeake Bay Office: Karen Greene, Jonathan Watson
University of Maryland Center for Environmental Science (UMCES): Dr. Peter Goodwin, Dave Nemazie
US Army Corps of Engineers, Baltimore District (CENAB): Kevin Brennan, Justin Callahan, Graham McAllister, Ray Tracy
US Army Corps of Engineers, Philadelphia District (CENAP): Gavin Kaiser
US Fish and Wildlife Service: Chris Guy

Action Items:

1. Ms. Keene will send a revised draft of the 2020 Innovative Reuse and Beneficial Use Strategy document to the Management Committee for final review.

Statements for the Record:

None

1.0 Introductions, Approval of Meeting Summary Ms. Kristen Fidler, MDOT MPA

Ms. Fidler welcomed attendees and called the meeting to order. Ms. Fidler requested comments on or changes to the summary from the November 8, 2019 Dredged Material Management Program (DMMP) Management Committee meeting. A motion to accept the meeting summary passed unanimously.

Ms. Fidler introduced Mr. Curson (Audubon Society), Mr. Watson (National Oceanic and Atmospheric Administration [NOAA]), and Ms. Greene (NOAA) as new members of the DMMP Management

Committee. Mr. Watson and Ms. Greene will be taking the place of Ms. Kristy Beard (NOAA) as representatives of NOAA on the DMMP Management Committee.

2.0 Innovative & Beneficial Reuse Progress Report Ms. Kristen Keene, MDOT MPA

Due to strong coordination and collaboration with key stakeholders, such as the DMMP committees, several of the 2014 Innovative and Beneficial Reuse strategy action items have been advanced or completed, and therefore, Maryland Department of Transportation Maryland Port Administration (MDOT MPA) have identified a need to update the strategy with refined goals, new action items, and deliverables. Ms. Keene provided an overview of the updated 2020 Innovative Reuse and Beneficial Use strategy and how it is being guided by the lessons learned from 2014 strategy implementation.

Lessons Learned from 2014 Innovative and Beneficial Reuse Strategy

Policy/Regulatory

The Innovative and Beneficial Use Interagency Regulatory Workgroup paved the way for providing a regulatory framework to reuse dredged material safely in Maryland. Maryland Department of the Environment (MDE) developed the Guidance Document with the workgroup's input and assistance. The Guidance Document provides a regulatory framework outlining the necessary MDE approvals for safely reusing dredged material.

Technical

MDOT MPA collects technical data on the quality and categorization of dredged material within Maryland's Federal navigation channels, dredged material containment facilities (DMCF), and dewatered stockpiles. This data is compiled into the Sediment Quality Database that is shared among agencies, the private sector, academia, and advocacy groups to further the innovative reuse and beneficial use of dredged material.

In November 2019, MDOT MPA advertised the Innovative Reuse and Beneficial Use of Dredged Material: Research and Development for Dredged Material End Use Applications Request for Proposals (RFP). Ms. Keene stated that part of the impetus for developing this RFP was the overwhelming feedback from stakeholders and private sectors regarding concepts for novel dredged material end use applications. The RFP will help MDOT MPA continue to diversify the portfolio of end use applications.

Education/Outreach

Due to the uniqueness of the Innovative Reuse Program, MDOT MPA identified and defined various audiences for outreach and engagement purposes and appropriately adapted levels of outreach materials based on the audience need, and broadening the program beyond previous MDOT MPA outreach efforts focused specifically on communities, stakeholders, and DMMP committees. MDOT MPA successfully developed an Innovative Reuse outreach and education program and continues to utilize a diversity of outreach materials, including video, factsheet, infographic, banners, exhibits, and folders. These materials help further the Innovative Reuse Program and education efforts regarding dredged material to varied audiences.

Program Implementation

MDOT MPA has been able to coordinate with many partner agencies. Having support from the federal, state, and local agencies, as well as private sector representatives and citizen stakeholders has helped to create progress for the Innovative Reuse Program.

Ms. Keene stated that the implementation of small-scale innovative reuse demonstration projects has provided MDOT MPA and stakeholders with an increased understanding of the process of reusing dredged material.

DMMP 2020 Innovative Reuse and Beneficial Use Strategy

Ms. Keene stated that the goal of the 2020 Innovative Reuse and Beneficial Use Strategy is to implement long-term, sustainable innovative reuse and beneficial use programs and projects to address capacity recovery, which is a component of the DMMP in Maryland, and to promote the long-term viability of the Port of Baltimore. The following actions will be organized and managed by MDOT MPA, with oversight from the DMMP Executive Committee and input from the Innovative Reuse Committee (IRC) and other interested stakeholders.

Policy/Regulatory Actions

1. MDOT MPA will continue to engage local, state, and federal government agencies to identify regulatory barriers or impediments regarding the reuse of dredged material.
    a. MDE should work closely with MDOT MPA to update the Innovative Reuse and Beneficial Use of the Dredged Material guidance document, as necessary, including any applicable administrative approvals, to advance and streamline the reuse of dredged material.
    b. MDOT MPA should coordinate with fellow MDOT Transportation Business Units to identify partnership opportunities to better facilitate the reuse of dredged material.
    c. MDOT MPA and MDOT State Highway Administration (SHA) should partner to include dredged material as a recycled material outlined in Section 900.03 of the MDOT SHA Material Specification.
    d. Work towards understanding the necessary requirements to establish a dredged material processing facility as a MDOT SHA-approved material vendor.
2. MDOT MPA will develop guidance to inform prospective users of the requirements and procedures to obtain dredged material from an MDOT MPA facility.
3. MDOT MPA will research certifications and distinctions wherein dredged material may qualify to be included as a sustainable or recycled product, as well as examine the potential use of incentives in state procurement policy.

Technical Actions

1. Investigate how beneficial use of dredged material can be expanded to address Maryland's coastal resiliency needs.
    a. Support beneficial use in the Baltimore Harbor with Harbor dredged material.
    b. Utilize existing partnerships and programs with the US Army Corps of Engineers (USACE) to obtain technical support for beneficial use projects.
    c. Develop and/or utilize existing models to evaluate dredged material reuse opportunities in coastal resiliency applications.
2. Investigate the economics of reclaimed capacity and/or refine the economic valuation model to examine the value of reclaimed capacity in upland containment facilities.
3. Continue to update the Sediment Quality Database with new and relevant datasets.

Education and Stakeholder Engagement Actions

1. Address additional educational and outreach needs related to the reuse of dredged material.
    a. Develop technical factsheets for demonstration projects outlining dredged material characteristics, processing techniques, transportation logistics, and implementation strategies.

   b. MDOT MPA and MDE will partner to provide prospective end users with information regarding the regulatory requirements associated with the reuse of dredged material through outreach events, public meetings, and/or web-based tools.
2. MDOT MPA should continue to pursue new partnerships with other government agencies, businesses, environmental advocacy groups, citizens, and/or private sector representatives to further the innovative and beneficial use program.

Program Implementation Actions

1. MDOT MPA should continue involvement in the Sustainable Materials Management Maryland (SM3) workgroup, including participation in the Department of Commerce SM3 Sub Cabinet.
2. Continue implementation of the Dredged Material Reuse RFP for research and development.
3. Continue to pursue acquisition of additional property or utilization of existing property in a modified way to advance long term, sustainable capacity recovery programs. MDOT MPA will then reevaluate potential Public Private Partnership (P3) opportunities, which will help inform market potential.
4. Evaluate MDOT MPA dredged material recovery and processing operations.
   a. To improve dewatering efficiency, MDOT MPA should review material handling and processing procedures.
   b. Investigate dredged material transportation logistics to improve cost-effectiveness and identify possible intermodal transportation strategies.

Ms. Keene stated that MDOT MPA has incorporated comments from the IRC into the draft 2020 Innovative Reuse and Beneficial Use Strategy and will send the final draft to the DMMP Management Committee members for review with a timeline for comments, questions, and suggestions. MDOT MPA will seek final approval from the DMMP Executive Committee.

Mr. Myers asked if there was sediment quality data from the Masonville DMCF similar to the sediment quality data from the Cox Creek DMCF. Ms. Keene stated that MDOT MPA has information about the quality of the sediment in the Masonville DMCF from pre-dredging sediment samples collected in-situ from the navigation channels. MDOT MPA has not reclaimed any material from the Masonville DMCF, therefore information is not available specific to dewatered sediment from the Masonville DMCF.

Ms. Fidler provided comments and questions on behalf of Rupert Denney (C. Steinweg Group) as he was unable to attend the meeting. Mr. Denney asked if there should be a cautionary note in the 2020 Innovative Reuse and Beneficial Use Strategy document that states that timeframes and ambitions might be curtailed or delayed due the potential for state and federal budgets collapsing during the COVID-19 pandemic. Mr. Denney suggested stressing the importance of the continuation of Innovative and Beneficial Reuse programs. Ms. Fidler stated that the financial implications of the COVID-19 pandemic for local, state, and federal economies are going to be significant. The economic valuation model that University of Maryland Center for Environmental Science (UMCES) performed may provide different analyses and outputs based on the changes that will happen in the economy over the next several months and years. Ms. Fidler noted that MDOT MPA continues to pursue acquisition of the property adjacent to the Cox Creek DMCF, and that innovative reuse remains a priority, as well as the future of harbor channel placement.

3.0 Corps of Engineers, North Atlantic, Baltimore (CENAB) and Philadelphia (CENAP)

Mr. Kevin Brennan, CENAB
Mr. Graham McAllister, CENAB
Mr. Gavin Kaiser, CENAP
Mr. Ray Tracy, CENAB
Mr. Justin Callahan, CENAB

Personnel Changes

Mr. Brennan stated that Mr. Pat Finley has left the USACE, North Atlantic, Baltimore District (CENAB) Operations Division. Mr. Bill Seib will be taking over his role as Acting Deputy of Operations.

Baltimore Harbor & Channels Maintenance Dredging

Mr. McAllister stated that the FFY19 Maryland maintenance dredging contract was awarded to Great Lakes Dredge & Dock (GLDD) Company for $38.3 million with options commenced in February 2020 and is ongoing with all non-harbor material placed at Poplar Island. In late May 2020, CENAB expects GLDD to start work on the three harbor channel segments and the material will be placed at the Masonville DMCF. The FFY20 York Spit maintenance contract was also awarded to GLDD for $17.8 million. The dredging will commence in late April or early May 2020 and is anticipated to be complete August 2020. The USACE FFY20 Work Plan included $4.95 million for Energy Transfer Port (ETP) funds for the Port of Baltimore and Channels and $1.5 million was included for the Seagirt Loop Deepening Study. For FFY21 maintenance, CENAB is prioritizing Cape Henry and Craighill Angle channel sections, based on conversations with MDOT MPA and the Association of Maryland Pilots.

Chesapeake and Delaware (C&D) Maintenance Dredging

Mr. Kaiser stated that in February 2020, GLDD completed the Chesapeake and Delaware (C&D) Canal dredging contract, dredging and placing approximately 550,000 cubic yards (CY) of material at Pearce Creek DMCF for $12 million. GLDD has demobilized from the site. USACE, North Atlantic, Philadelphia District (CENAP) continues to coordinate all Pearce Creek DMCF surface water discharge monitoring with MDE. In addition, CENAP is working with MDE and MDOT MPA to reschedule a Pearce Creek DMCF site visit that was cancelled due to COVID-19.

Mid-Chesapeake Bay Island Project (2,072 acre site, 95 MCY capacity)

Mr. Tracy stated that CENAB has received $5.4 million in Pre-construction Engineering & Design (PED) funds for the Mid-Chesapeake Bay Island project and is moving forward with MDOT MPA on design of the project. The design agreement between the Department of the Army and the State of Maryland was executed on August 20, 2019 and is now fully funded. CENAB has accepted proposals for topographic surveys, hydrographic surveys, and geotechnical soils analysis of the project obtained by Maryland Environmental Service (MES) based on CENAB's scopes of work.

CENAB's biological survey team is coordinating with MES to obtain proposals for the biological surveys work. Due to COVID-19, CENAB will be unable to obtain the biological surveys by spring 2020 as originally planned; this work is anticipated to start over the summer. The biological surveys are being performed by MDOT MPA through MES as work-in-kind. CENAB plans to release an Architecture and Engineering (AE) Services contract for the design of Barren Island by June 30th to an AE firm in Philadelphia. The James Island design will be performed in-house by the USACE Mid-Chesapeake Bay Project Delivery Team (PDT). The design contract of the Barren Island is expected to be completed by Fall 2021/Winter 2022 so that CENAB can procure construction funds in the second or third quarter of FFY22. The design of James Island is expected to take 47 months with construction of the perimeter dike beginning in FFY24.

The public information meeting/outreach event supported by MDOT MPA, MES, and CENAB scheduled for March 21 was postponed due to COVID-19 travel restrictions. In the meantime, the outreach project development team has made all outreach material available to the public online. Additionally, CENAB and MDOT MPA outreach team members participated in an interview with Jeremy Cox of the Chesapeake Bay Journal for an article in the May 2020 publication.

Mr. Rowe asked if there is a possibility for the DMMP Management Committee to have input on the design of James and Barren Islands. Mr. Rowe stated that there were various DMMP subcommittees, like the Bay Enhancement Working Group, that had input on the Poplar Island design. Mr. Rowe added that he believes the design could be a good opportunity to implement components of the 2020 Innovative Reuse and Beneficial Use Strategy as the Dorchester County area is particularly vulnerable to sea level rise and climate change. Mr. Rowe proposed using James and Barren Islands as processing facilities to provide dredged sediments for beneficial use in living shorelines and resiliency projects. Mr. Tracy replied that MDOT MPA is a part of the project development team with CENAB. He suggested structuring a review process through MDOT MPA for committee members to have input on the design of James and Barren Islands. Mr. Callahan stated that all design plans must stay within the confines of the congressionally authorized project. Mr. Blazer added that the PDT is in the beginning of the design process and will keep applicable comments in mind as the project progresses.

Seagirt Loop Deepening Study

Mr. Tracy stated that CENAB and MDOT MPA are drafting a Feasibility Cost Share Agreement to be submitted to the USACE North Atlantic Division for their concurrence and acceptance. As Mr. Kaiser stated, the FFY20 Work Plan included $4.95 million in ETP funds and $1.5 million for the Seagirt Loop Deepening Study. CENAB is not anticipating the project to cost $1.5 million because planning items from the Seagirt Loop 50' Widening Study can be reused. Project management plan development will begin in the fourth quarter of FFY20 and take approximately 30 months.

Virginia DMMP Preliminary Assessment

Mr. Tracy stated that the preliminary assessment for consideration of the dredged material management plan update for the Virginia channels concluded that an update was not warranted at this time. A meeting between CENAB, MDOT MPA and the Virginia Marine Resources Commission (VMRC) on March 26th was cancelled due to COVID-19 travel restrictions and will be rescheduled. Colonel Litz (CENAB) reached out to Commissioner Steven Bowman (VMRC) and updated him on the results of the preliminary assessment.

Poplar Island (1,715 acre site, 68 MCY capacity)

Mr. Callahan stated that CENAB is in their fourth and final year of Poplar Island expansion construction. Lateral Expansion Contract #2, which was $55.9 million is complete. Lateral Expansion Contract #3, which is budgeted for $34.7 million, is approximately 69% complete and on schedule for July 2020 completion. The Lateral Expansion Structures Contract, which was $4.4 million, is approximately 27% complete but has been affected by COVID-19 pandemic-related supply issues and completion is now expected in November 2020. All new expansion cells should be ready for use during the 2020/2021 inflow cycle. The expanded site will allow placement through the 2032/2033 dredging cycle.

4.0 Blue Carbon and the DMMP **Dr. Peter Goodwin, University of Maryland Center for Environmental Science (UMCES)**

Dr. Goodwin stated that tidal wetland restoration as a technique for carbon sequestration (blue carbon) continues to generate significant interest globally and in Maryland. Initially, the blue carbon concept was brought up by the Maryland Commission on Climate Change (MCCC) and MDE in an effort to develop more accurate algorithms for quantifying carbon and other greenhouse gas sequestration in coastal areas for tax credits. MCCC and MDE asked the Blue Carbon Scientific and Technical Working Group (STWG) to investigate and improve the existing algorithm. As STWG investigated the blue carbon calculations, it was apparent that blue carbon is closely linked to other issues and topics of concern to the state of Maryland. The MCCC suggested that the STWG collaborate with other major blue carbon initiatives going on outside of Maryland. Restore America's Estuaries has been working with a group to advise the United Nations on blue carbon and has released a book called *A Blue Carbon Primer: The State of Coastal Wetland Carbon Science, Practice and Policy.* The STWG has been communicating with the organization Compass, the Smithsonian, CENAB, and the East Coast Oceanographic Consortium to develop an event to bring scientists, staffers, and members of Congress together to learn more about blue carbon. This event would build on the January 2019 Workshop titled "The Use of Dredged Material to Protect Low-Lying Areas of the Chesapeake Bay" organized by MDOT MPA and UMCES and the Maryland Sea Grant workshop that examined blue carbon in the entire Chesapeake Bay. Due to the upcoming election and current COVID-19 uncertainty, the event will take place early 2021 dependent on current restrictions. In the April MCCC Committee meeting, Matt Fleming (Maryland Department of Natural Resources [DNR]) suggested holding smaller virtual update workshops for blue carbon awareness. The STWG would like to encourage the planning group, including members of DMMP committees, to evaluate how virtual meetings would take place. Any comments or questions from the DMMP Management Committee members regarding specific ideas or events where blue carbon's impact would have an effect on environmental activities in the state would greatly help the STWG with planning. Dr. Goodwin stated that the Restore America's annual meeting is still scheduled for October 2020 where blue carbon will be discussed.

Mr. Ortt stated that DNR has been a part of the evaluation of blue carbon activities through building a tool for evaluating small scale projects that could be impactful on carbon sequestration. Additionally, the DNR Resource Assessment Services Subaquatic Vegetation (SAV) Study Group might be able to provide a virtual presentation on the status of SAV in the Chesapeake Bay and the impact on blue carbon.

Mr. Rowe stated that MDE has just joined the Ocean Alliance, which is working to prevent ocean acidification. MDE in collaboration with DNR and UMCES is now developing an Ocean Acidification Action Plan. There could be a nexus to connect blue carbon to the prevention of ocean acidification. Mr. Michael stated that DNR is helping to develop the Ocean Acidification Action Plan using recommendations released by an Ocean Acidification Task Force in 2014. These recommendations and blue carbon initiatives should be linked to promote the restoration of the Chesapeake Bay on multiple fronts.

Ms. Fidler stated that MDOT MPA is interested in continuing to share data that could play a part in the blue carbon movement, specifically carbon sequestration in the marshes on Poplar Island.

Mr. Myers stated that the accounting methodology for blue carbon benefit can be useful whether or not carbon credits are sold on the market. He is interested in bringing blue carbon benefits into the incremental cost assessments done by the USACE to see if carbon sequestration can be added, similar to fish and wildlife benefits.

5.0 Harbor Development Updates **Ms. Kristen Fidler, MDOT MPA**

Ms. Fidler stated that MDOT MPA continues to make progress on projects and is working to keep the community connected and continue normal outreach through virtual online platforms.

Cox Creek – Expansion

The base dike widening at Cox Creek DMCF continues. The dike design to +60' mean lower low water (MLLW) is complete and the project will be going out to bid on April 30. The Joint Permit Application (JPA) for the +60' dike raising has been submitted to MDE. The Building 201 demolition, remediation, and removal effort was completed April 22nd and the completion report will be submitted to Environmental Protection Agency (EPA) in early May. Coordination and concept planning for community engagement with the Cox Creek Citizens Oversight Committee members remains underway as well as identifying additional virtual opportunities for outreach and environmental education.

Mr. Gannon Price is leaving MDOT MPA. Ms. Amanda Peñafiel will become the project manager for the Cox Creek Expansion Project.

Masonville Construction/DMCF Update

The Masonville DMCF dike construction to +18' MLLW was completed in early April. The +30' MLLW dike design is underway and the 90% design plans and specifications are expected to be submitted to MDE for review in May. Bid documents for the Masonville DMCF spillway modifications to accommodate the +30' MLLW dike raising will be advertised in May. Currently, MDOT MPA is working on the JPA for both the MDE dam safety permit and the new tidal wetland license, which will cover the upcoming phases of dike raising construction through +42' MLLW.

Masonville Trash Wheel

Since the Masonville Trash Wheel (Captain Trash Wheel) was installed in June 2018, it has removed a total of 12 dumpsters of debris, totaling in 17.72 tons, from the Masonville Cove watershed. The trash wheel is maintained by Clearwater Mills who also handles dumpster removal.

Gwynns Falls Trash Wheel

MDOT MPA is partnering with Waterfront Partnership of Baltimore (WPB) and MES on the construction of the Gwynns Falls Trash Wheel, which is scheduled to commence in early May. WPB plans to have a naming contest for the Gwynns Falls Trash Wheel, with the selected name and eyeball design revealed at the ribbon-cutting event.

Masonville Cove Conservation Easement

MDOT MPA and Maryland Environmental Trust continue to move forward to finalize a conservation easement for Masonville Cove.

Masonville Access Update

MDOT MPA in conjunction with the US Fish and Wildlife Service (USFWS) applied for a second round of funding through the Federal Lands Access Program (FLAP) to further the progression of the Masonville Cove Multi-Modal Transportation Feasibility Study drafted in 2018. The FLAP grant application was submitted in summer 2019 and MDOT MPA received notification that the application was chosen to receive funding during federal FY21. MDOT MPA is awaiting more details on the scope of work that will be funded with this additional FLAP grant. MDOT MPA has been coordinating with the Greater Baybrook Alliance and intends to continue to look for opportunities to use its funding to work with community-led multi-modal access planning.

Decade of Dedication Lessons Learned

In 2019, the Masonville Cove stakeholder partnership celebrated 10 years in the community with an event series titled 'Decade of Dedication.' The Decade of Dedication Report (found at this link) details the efforts throughout 2019 to engage the communities neighboring Masonville Cove with new and innovative programs to enable and enhance community access to the campus, including:

- Offering extended hours on select weekday, evenings, and weekends.
- Hosting 15 events with shuttle and free local rideshare transportation.
- Relaunching a more user-friendly and visitor-oriented website masonvillecove.org.
- Enhancing visitor experience and activities on campus including nature exhibits provided by the USFWS Patuxent Research Refuge and a Little Free Library (Charter #82714)
- Increasing community activity and engagement via Captain Trash Wheel social media:
  Twitter: @CaptTrashWheel
  Facebook: @captaintrashwheel
  Instagram: @captaintrashwheel
- Increasing Masonville Cove signage throughout the community via the Sponsor-a-Road program to promote community awareness.

During the 2019 events, over 1,400 visitors accessed Masonville Cove, compared to the previous annual average of 819 visitors, including approximately 16% of new visitors living in the neighboring communities. The Masonville Cove stakeholders continue to work toward increased neighborhood engagement with community events and transportation using lessons learned from the 2019 programs and continuous program assessments.

Sponsor-a-Road – Masonville Cove

MDOT MPA participates in the Sponsor-a-Road program in Baltimore City to raise awareness of Masonville Cove through signage and the involvement of MDOT MPA in the community. As part of the program, five signs with either the Masonville Cove Partnership logo or the Captain Trash Wheel logo have been installed in neighboring communities. MDOT MPA sponsors monthly debris cleanups along one mile of road at each sign location. Since the program began in October 2019, 205 bags of debris have been removed.

Locations include:

- Patapsco Ave and 12th Street, where there is typically heavy foot traffic.
- Patapsco Ave and 3rd Street, where there is typically heavy foot traffic.
- Frankfurst Avenue and Hanover Street, near the Masonville Cove Environmental Education Center.
- Potee Street and Reedbird Ave, an intersection with typically heavy vehicle traffic.
- Potee Street and Hanover Street, an intersection with typically heavy vehicle traffic.

Education & Campus Operations

The Masonville Cove campus is currently closed due to COVID-19. Living Classrooms Foundation (LCF) staff are working from home and continue to serve the community by providing Science, Technology, Engineering, and Mathematics (STEM) education outreach boxes with "grab and go" hands-on activities for school-aged children, distributed at food distribution centers and hosting educational posts labeled as Masonville Mondays and Green Tip Tuesdays on the Friends of Masonville Cove Facebook page.

Bald Eagles
MES and the USFWS have been observing the eagles on the Masonville Cove campus. MES continues to monitor the nest and the pair of eagles for specific behaviors, and current behavior suggests that eggs are present.

Seagirt Marine Terminal Loop Deepening Completion Feasibility Study
The USACE federal FY20 Work Plan funding was announced on the USACE website on February 10th. The Work Plan funding included $1.5 million for the USACE to start a feasibility study to examine deepening the remainder of the Seagirt Marine Terminal Berth Loop. The Seagirt Marine Terminal Berth 3 Modernization P3 Project is currently in development in partnership with Ports America Chesapeake to deepen the berth to 50 feet and the USACE feasibility study will examine deepening the remainder of the loop, which will allow safer, more efficient navigation in the loop channel. Vessels have increased in size since the last feasibility study conducted 20 years ago. The feasibility study is a 50-50 cost share study between MDOT MPA and USACE. If the feasibility study justifies that the project is in the federal interest and warrants moving forward, MDOT MPA would then work with the Maryland congressional delegation to get the project authorized. The deepening project would then be a cost share between USACE and MDOT MPA at 75-25. Initial cost estimates for the loop deepening project are approximately $33 million.

Mid-Chesapeake Bay Island Project
The USACE federal FY20 Work Plan funding includes $500,000 to assist in the continuation of the PED phase for the Mid-Chesapeake Bay Island Projects. Surveys and geotechnical investigations to aid in the project design began in early April and will continue over the next few months.

Howard Street Tunnel Expansion Project
The Howard Street Tunnel Expansion is a major project for the Port of Baltimore. In 2019, the DMMP Citizens' Advisory Committee (CAC) was asked to submit a letter of support for the Federal Infrastructure for Rebuilding America (INFRA) grant for the Howard Street Tunnel. MDOT MPA and CSX were awarded $125 million from the INFRA grant and are currently working to fully fund the project.

The expansion project will allow for double stack rail containers to move through the Howard Street Tunnel and will provide economic development and growth for the Port of Baltimore, providing hundreds of jobs and benefits in terms of rail transportation as opposed to truck transportation. The Port of Baltimore is meeting all requirements for a 21st-century port with a 50-foot channel, a 50-foot berth, and the forthcoming Howard Street Tunnel Expansion. There will be community outreach and stakeholder engagement for the tunnel expansion project both for National Environmental Policy Act (NEPA) requirements and the critical need to move the project forward in a timely manner.

The project team is in a pre-NEPA and pre-construction phase. Finalization of agreements, NEPA requirements, permitting, and engineering should be completed in 2020 with construction expected to begin in 2021 and completion approximately in 2024. An additional 22 bridges between Baltimore and Philadelphia are included in the overall project, with two bridges in Delaware, ten bridges in Pennsylvania, and ten bridges in Maryland. Of the ten bridges in Maryland, three will be modified and seven will require track lowering.

6.0 Closing Comments and Adjourn **Ms. Kristen Fidler**

Ms. Fidler stated that the next DMMP Management Committee meeting will be held on June 24. Ms. Fidler thanked everyone for their attendance and the meeting was adjourned.