

**DRAFT**  
**SUMMARY OF THE JOINT DREDGED MATERIAL MANAGEMENT PROGRAM**  
**CITIZENS' ADVISORY COMMITTEE & HARBOR TEAM MEETING**  
**May 13, 2020 6:00 PM**  
**Video Conference Call**

***Attendees:***

*Angie Ashley Consulting:* Angie Ashley  
*Baltimore Bird Club:* Nancy O'Hara  
*Baltimore City Planning Department:* Bruna Atilla  
*Baltimore Gas & Electric:* Chandra Chithaluru  
*Blue Water Baltimore:* Daniel O'Leary  
*Canton Kayak Club:* Ray Scurr  
*Chesapeake Bay Foundation:* Doug Myers  
*Benjamin Franklin High School:* Kelly Oglesbee  
*Council Fire:* George Chmael, Katie Smith  
*EcoLogix Group:* Steve Pattison, Bob Summers  
*Greater Pasadena Council:* Rebecca Kolberg  
*Kent Conservation and Preservation Alliance:* Doug West  
*Living Classrooms Foundation:* Christine Truett, Lorraine Warnick  
*Maryland Environmental Service (MES):* Jeff Halka, Christine Offerman, Danielle Wilson  
*Maryland Department of Transportation Maryland Port Administration (MDOT MPA):* Dave Bibo, Dave Blazer, , Kristen Fidler, Tom Hall, Margie Hamby, Katrina Jones, Jill Lemke, Holly Miller, Amanda Peñafiel, Brad Smith, Dave Thomas  
*National Aquarium:* Laura Bankey  
*North Point Peninsula Council:* Fran Taylor  
*Office of Baltimore City Mayor Bernard C. "Jack" Young:* Ethan Cohen  
*Patapsco/Back River Tributary Team:* Stuart Stainman  
*Parks & People Foundation:* Andy Frank  
*South Baltimore Gateway Partnership:* Brad Rogers  
*Terracon:* Nancy Straub  
*Tradepoint Atlantic:* Pete Haid  
*Turner Station Conservation Teams:* Gloria Nelson  
*University of Maryland Center for Environmental Science (UMCES):* Elizabeth Price  
*US Army Corps of Engineers (USACE):* Graham McAllister  
*Waterfront Partnership of Baltimore:* Adam Lindquist

**Action Items:**

- Links to the latest [Port of Baltimore magazine](#), the [Mid-Bay outreach video](#), [Cox Creek and Poplar drone footage](#), and the [Mid-Bay project news article](#) will be shared with the committee.
- Mr. Smith will follow up with Mr. Lindquist regarding any possible water quality impacts in Baltimore Harbor from planned Howard Street Tunnel construction.
- MDOT MPA will follow up with Brent Flickinger and Jeff LaNoue at the Baltimore City Planning Department regarding the Cherry Hill Master Plan.

### **1.0 Welcome**

*Angie Ashley, CAC Facilitator*

Ms. Ashley convened the meeting at 6:00 pm and welcomed all committee members. All files for the meeting are available in the [file share folder](#).

### **2.0 Introductions and Summary Approvals**

*Adam Lindquist, CAC Chair &  
Steve Pattison, HT Facilitator*

Mr. Pattison asked for a motion to approve the August 7, 2019 Joint Dredged Material Management Program (DMMP) Citizens Advisory Committee (CAC) and Harbor Team (HT) meeting summary. The August 7 meeting summary was approved unanimously.

Mr. Lindquist asked for a motion to approve the February 12, 2020 DMMP CAC meeting summary. The February 12 meeting summary was approved unanimously.

### **3.0 Harbor Development Project Updates**

*Kristen Fidler, MDOT MPA*

Ms. Fidler stated that it is challenging and unprecedented times, both professionally and personally, and it is important to find new ways to connect. The Maryland Department of Transportation Maryland Port Administration (MDOT MPA) recognizes the individual challenges everyone is facing and appreciates the committees' commitment to providing feedback on the DMMP and supporting the MDOT MPA's collective work by participating in meetings like this one. The participation and dedication ensure that the Port of Baltimore continues to remain operational and productive. The Port of Baltimore remains open for business during these difficult times; transportation and the movement of cargo remain essential. Ports and supply chain partners play a major role in moving goods such as food, medicine, medical supplies, etc. and the DMMP facility operations and related construction projects are a key part of the mission.

MDOT MPA is continuing to work to ensure the partners, stakeholders, and citizens are connected as everything is moved towards virtual meetings and online updates. Ms. Fidler provided photos of ongoing activities at each of the sites. Cox Creek Dredged Material Containment Facility (DMCF) construction for the base dike widening continues utilizing material from the onsite borrow area. Building 201 demolition, remediation, and removal is complete and is a major milestone in the project schedule. The design for the +60 ft Mean Lower Low Water (MLLW) dike construction is complete. MDOT MPA continues to excavate, dewater, and stockpile material from the DMCF onsite to be used for opportunities offsite to further the Innovative Reuse (IR) program.

The Masonville DMCF dike raising to +18 ft MLLW was completed in early April. The 90% design plans and specifications for the +30 ft MLLW dike raising are expected to be submitted for review in late May.

MDOT MPA continues to work with the Maryland Department of Natural Resources (DNR) on the agreed upon plan to develop the North Cell of Hart-Miller Island DMCF into a diverse habitat with low design and operating costs and low maintenance.

The third and final contract for construction of the Poplar Island expansion is nearing completion. Inflow of material into Poplar Island could take place as early as the next dredging cycle.

The Mid-Chesapeake Bay Island Ecosystem Restoration Project (Mid-Bay) project is moving forward with the Pre-construction, Engineering, and Design (PED) phase. Geotechnical borings and hydrographic

and aerial surveys are being collected. MDOT MPA is working closely with the US Army Corps of Engineers, Baltimore District (CENAB) to keep the effort moving forward. A new outreach video was created that provides an overview of the beneficial use of dredged material and the benefits of the Mid-Bay ecosystem restoration project; the video is linked [here](#).

For the IR program update, Ms. Fidler stated that the Turner Station Conservation Teams Fleming Park Restoration Project is moving forward. MDOT MPA is working closely with Gloria Nelson and the project team to administer the MDOT Secretary's Grant which will be used to implement Phase 1 of the project. Phase 1 includes stakeholder outreach and engagement, PED, and permit applications preparation.

A Request for Proposals (RFP) for IR was advertised in November 2019 for research and development for novel dredged material end-use applications. MDOT MPA has received nine proposals which are moving through the review and approval process. MDOT MPA is encouraged by the responses received and will be sharing updates as projects are approved. The IR Committee (IRC) recently sent an updated 2020 IR and Beneficial Use Strategy to the DMMP Management Committee for review. Once the DMMP Management Committee has reviewed the document it will be sent to the Executive Committee for official endorsement and implementation.

Due to time constraints, Ms. Fidler noted that US Army Corps of Engineers (USACE) dredging updates are included in the file share and linked [here](#). Great Lakes Dredge & Dock (GLDD) has completed inflow at Poplar Island from the Bay channel segments. GLDD will be moving to the harbor channels to dredge and the harbor material will be placed at Masonville DMCF in late May or early June.

Ms. Fidler noted that there was also information in the file share folder regarding Masonville Cove community access and the Decade of Dedication report, which captures, analyzes, and quantifies the results of the 2019 Decade of Dedication events. MDOT MPA, along with the US Fish and Wildlife Service (USFWS), applied for a federal grant through the Federal Land Access Program (FLAP) to support a final design of a multi-modal pathway to connect the local community to Masonville Cove. This was the second FLAP application MDOT MPA has submitted; the first FLAP grant application was submitted and awarded to perform a feasibility study regarding providing access to Masonville Cove. This second FLAP application was based off the results of the feasibility study. MDOT MPA received notice from the US Department of Transportation (USDOT) that Masonville Cove was selected for Fiscal Year (FY) 2021 funding. More updates will be provided as the effort moves forward.

Regarding the [Decade of Dedication report](#), there were over 15 events held throughout 2019 to improve and promote access and awareness of Masonville Cove as a community resource. There were over 1,500 visitors to the site, which is 500 more visitors than the traditional yearly average. MDOT MPA is encouraged by the success of those events and wants to build on those successes moving forward. In 2019, Masonville Cove had a verified bald eagle nest for Baltimore City with eaglets. The eagle pair has returned to the nest this year and have two new eaglets.

Ms. Ashley noted that the file share folder includes all the presentations, the detailed USACE update, the agenda, and the summaries from the previous HT and CAC meetings. Mr. Myers asked if a summary of the categories of the IR proposals submitted in response to the RFP will be shared with the committees. Ms. Fidler replied that the information will eventually be shared; the proposals are currently being vetted. It is a two-pronged approach; concept proposals are submitted and if approved, then a price proposal is

requested from the applicant. At this time only one price proposal has been submitted. Mr. Stainman asked when the IR RFP would be awarded. Ms. Fidler replied that MDOT MPA anticipates awarding multiple proposals within the allowable budget. Mr. Stainman asked if the timeframe for awarding the proposals was sufficient for the applicants. Ms. Fidler replied that the price proposal is more time consuming for the applicants than the initial concept proposal. Availability of funding would be the constraining factor. As of now, MDOT MPA is proceeding with the RFP as a priority for the IR program. Ms. Fidler encouraged any applicants participating in the meeting to submit proposals as soon as possible.

Mr. Stainman stated that the Baltimore City Planning website has a new community development plan for Cherry Hill which includes a pedestrian path. Mr. Stainman asked if in the future the pedestrian path could be connected to Masonville Cove. Ms. Fidler stated that MDOT MPA recently had an internal call regarding the FLAP grant and the proposed pedestrian access to Masonville Cove includes connection to the Greater Baybrook Alliance sponsored pedestrian path. Ms. Atilla stated that Brent Flickinger and Jeff LaNoue are the contacts within the Baltimore City Planning Department regarding the Cherry Hill plan. Ms. Fidler stated that MDOT MPA will follow up with them.

#### **4.0 Howard Street Tunnel Project**

*Brad Smith, MDOT MPA*

Mr. Smith stated that the Howard Street Tunnel (HST) project has been several years in the making. Recently, MDOT MPA was able to secure a \$125 million grant from the USDOT which has allowed the project to finally move forward. The grant is an extremely competitive program; in order to distinguish the MDOT MPA project, approximately 100 letters of support were submitted, including one from the DMMP CAC. USDOT expressed that the letters of support helped single out the project for selection.

As project background, the HST is a 1.7-mile-long railroad tunnel located underneath Baltimore City that is owned, maintained, and used by CSX. It was built in 1895 and is 18 inches too short for double-stack trains. Once the project is complete double-stack access will be available. The HST and related projects have been a long-standing rail bottleneck for the entire east coast rail network. The northern portal of the tunnel is located around the Mount Royal area; the southern portal is in the Camden Yards area.

The HST project consists of three major components totaling \$466 million. The first component was the relocation of a drainage structure which was located under the southern portion of the tunnel; CSX completed this portion of the project in 2019 and it cost \$22.5 million. The second component is the reconstruction of the HST to reach the desired clearance for double-stack trains. This portion of the project will cost \$263.2 million. The final component of the project includes track lowering or bridge reconstruction at 22 bridges along the rail corridor between Baltimore and Philadelphia which also do not meet the rail height requirements for double-stack. The final component will cost \$180.3 million.

The HST project is very important to the Port of Baltimore to stay a modern and competitive port. There are several characteristics and attributes (deep water channel, deep water docking berth, super post-Panamax cranes, on-dock ship/truck/train transfer facility, easy and convenient access to highway freight network, etc.) which denote a modern port. The Port of Baltimore has all the characteristics except for double-stack capacity. The entire CSX intermodal network has double-stack capacity, except for the line between Baltimore and Philadelphia. Other ports on the east coast that compete with the Port of Baltimore have double-stack capability. Once the HST project is complete, the entire CSX network will be running on double-stack capability. This will make the Port of Baltimore more desirable due to its location, which is closer to the mid-west consumer markets than the other ports.

Regarding the project locations, there are three clusters. In Baltimore there is the HST and eleven (11) bridges; in Delaware there are two bridges; in Philadelphia there are nine (9) bridges. Eight (8) of the bridges in Baltimore will require track lowering; the remaining three (3) bridges will require modifications to the bridges. Mr. Smith provided a graphic showing the location of the bridges in Baltimore which will be affected by the project. The affected bridges fall within a 2-mile section of track, including the almost two (2) miles of tunnel work on the HST, and the project in Baltimore spans approximately four (4) miles of track.

The project is \$466 million in total using a combination of funding sources. A major portion of the funding came from the federal Infrastructure for Rebuilding America (INFRA) grant with \$125 million. The State of Maryland will be providing \$202.5 million, CSX will provide \$113 million, the Pennsylvania Department of Transportation Grant will provide \$22.5 million, and the Federal Highway Administration (FHWA) Formula funds will provide \$3 million. The project is fully funded through construction.

When the project is completed it is estimated that over 7,000 jobs will be created in Maryland; 2,950 direct jobs, 3,400 induced jobs, and 940 indirect jobs anticipated. The new container activity will also be a major source of personal and business revenues in Maryland totaling over \$1 billion annually. The project itself will generate over 6,550 construction jobs during its duration.

A benefit cost analysis (BCA) was conducted for the INFRA application and confirmed the project would create three major transportation improvements. There will be a lower cost for baseline railroad traffic routed through the project improvements, lower costs and reduced rail ton-mileage for US port users, and reduced truck vehicle miles traveled (VMT) from truck-rail diversion. From these improvements there will be public benefits in the form of improved safety, decreased fuel consumption and improved air quality, reduced highway maintenance, and lower transportation costs for shippers. It was calculated that the project would generate over \$532 million in public benefits over 30 years; most of the public benefits (57%) will accrue outside of Maryland, Delaware and Pennsylvania.

Regarding project roles and responsibilities, the State of Maryland is responsible for administering the federal INFRA grant and reimbursing CSX for eligible project costs with state and federal funding. CSX will be responsible for engineering, permitting, construction and all future maintenance of the tunnel and any other CSX assets. MDOT MPA and CSX are working together on community outreach. Currently MDOT MPA is working with CSX and the Federal Railroad Administration to advance pre-construction activities which should be completed by the end of 2020. Construction should begin in 2021 and should be completed by 2024.

Mr. Rogers asked which bridges need to be modified. Mr. Smith replied that the bridge at North Avenue will need to be partially reconstructed, and the bridges at Guilford Avenue and Harford Road will need to be completely rebuilt. Mr. Myers asked what procurement precautions were being taken to ensure the jobs are awarded locally. Mr. Smith replied that the project is partially funded by federal funds, therefore federal procurement requirements will need to be followed; those details are currently being determined with the Federal Railroad Administration. Ms. Atilla asked how cargo would be diverged during the four years of construction. Mr. Smith replied that the method of construction is still being determined which would allow trains to run through the tunnel while construction is ongoing. The goal is to have the least amount of impact on train operations.

Mr. Lindquist noted that there was a sediment plume in the Baltimore Harbor which was tied back to the Camden Street storm line project, and the plume has reappeared intermittently. Mr. Lindquist asked if there would be any impacts related to the storm line connection due to the HST project. Mr. Smith stated that the major plume in 2019 was a result of a sinkhole; Mr. Smith will follow up regarding the ongoing plumes from the Camden Street storm line and any possible impacts from construction.

## **5.0 Middle Branch Redesign**

*Brad Rogers, South Baltimore Gateway Partnership*

Mr. Rogers stated that he is the Executive Director of the South Baltimore Gateway Partnership which is a Community Economic Development Authority funded by casino revenues, working across many neighborhoods in South Baltimore. Mr. Rogers introduced Ethan Cohen, from the Office of the Baltimore Mayor. Mr. Cohen stated that the contract has been awarded for the Middle Branch Redesign Master Plan and Baltimore City is excited about the project.

Mr. Rogers stated that the goal is to get the communities involved in the project. Early conceptual drawings will be provided to show the opportunities available and community members are invited to be part of the design process moving forward. The project envisions a world class ecological restoration in the Middle Branch which will establish a parks district, create hundreds of acres of wetlands, and major benefits for the communities surrounding the water. A core priority is connecting the neighborhoods of Baltimore to the waterfront. There is also an opportunity for dredged material as a key component for making this project come to fruition. There are many committees and city agencies currently working together to move the design of the project forward along with the main contractor and local subcontractors.

The Master Plan will cover eleven (11) miles of shoreline from Masonville Cove to Port Covington. Both the shorelines and the connections between the shorelines and the neighborhoods are being investigated. The project is also an opportunity for Baltimore City, Baltimore County and Anne Arundel County to collaborate on stormwater obligations and to create habitat. The regional trail networks currently converge on Middle Branch and the project will create a regional recreational network.

There were eleven (11) firms who submitted portfolios for review for design team selection. The South Baltimore Gateway Partnership was looking for a firm which would incorporate the ten (10) priorities, determined through public engagement, of what should be done to the Middle Branch waterfront. After a long process of vetting by neighborhood organizations and a public voting process, West 8 was selected. West 8 is a design firm from the Netherlands which exemplified all the desired design features.

The project is currently in Phase 1 which is the Vision Plan and conceptual design for the project. Mr. Rogers stated that all designs are purely conceptual and illustrative to show the scale of the opportunities available. The South Baltimore Gateway Partnership envisions a plan to reimagine the Middle Branch and return it to the traditional Chesapeake ecology landscape. There will be eleven (11) miles of mostly continuous parkland on the waterfront, 200-300 acres of newly constructed wetlands, a network of parks, public spaces, and trails through the neighborhoods from the Middle Branch to the rest of Baltimore City and Maryland.

The green boulevards will be able to accommodate truck traffic as well as multimodal (i.e. pedestrian, bicycle, etc.). The Middle Branch Park will be the crown jewel of the network. The South Baltimore Gateway Partnership will be investigating wetlands and how to create a globally significant, urban ecological restoration with hundreds of new acres of wetlands that are designed to replicate natural functions but also allow critical boat transportation. Ridgley's Cove is slowly returning to a wetland and the South Baltimore Gateway Partnership would like to help its transformation to become the back yard of the entertainment district behind the casino and M&T Bank Stadium. The goal is to create resiliency features to allow for natural landscape while protecting critical infrastructure which cannot be moved, such as BG&E.

Mr. Rogers stated that one of the potential projects would be a bridge near the current CSX swing bridge to connect Westport to Port Covington. A \$315,000 grant was awarded to begin the engineering process for this specific project. Another potential project is a replacement of the decaying Hanover Street Bridge with a park bridge if the vehicle bridge could be moved elsewhere. The South Baltimore Gateway Partnership wants to unlock the economic potential of the area starting with the neighborhoods by giving the communities the tools they need to define what they want in the future and to make that future a reality. The South Baltimore Gateway Partnership will also be supporting the larger economic development projects which are currently moving forward or have great potential (i.e. Westport Waterfront, Port Covington, Cherry Hill transit-oriented development, and the Casino Entertainment District).

Regarding the potential use of dredged material, Middle Branch could use an estimated one million cubic yards (cy) to create wetlands, marshlands and islands. If allowed, uncontaminated dredged material from private or public sources could be moved hydraulically or transported from DMCFs to create wetlands. This could unlock a cascade of benefits such as supporting the port economy, lowering the cost of wetland construction, encapsulating contaminated sediments, improving flood resiliency, and enhancing parks and recreational opportunities. The South Baltimore Gateway Partnership would like to begin the conversation to determine if this is a possibility.

Works currently in progress include the \$25 million Middle Branch Fitness and Wellness Center which will break ground this year in Cherry Hill. There will be a connection between this facility and Brooklyn; the Cherry Hill transformation plan includes the desire for connection over Hanover Street. The goal would be to connect this trail to the planned Masonville trail to allow for easy access between the water, the recreation center, the neighborhood, and Masonville Cove. This year a new trash wheel will be installed on Gwynns Falls which will be the largest of the trash wheels. A grant has been awarded to begin engineering on the previously mentioned pedestrian crossing. Progress is being made, but these are only the first generation of capital projects.

The next phase is the Master Planning phase which should take approximately a year to complete. The beginning of the Master Planning phase will determine the second generation of capital projects. The implementation of those projects will be conducted in parallel with construction of first-generation projects to ensure continued momentum of the projects. The South Baltimore Gateway Partnership has been reaching out to the various neighborhood and community organizations as well the various agencies, regulators, and stakeholders that need to be involved in the project. Throughout the coordination effort there had been positivity, enthusiasm, and excitement regarding the project.

Mr. Myers asked why non-governmental organizations (NGO's) were not on the list of stakeholders. Mr. Rogers stated that governmental agencies were emphasized due to the audience at this meeting, but the NGO's are critical to the project and are a part of the conversation. Mr. Cohen mentioned that the South Baltimore Gateway Partnership has been working directly with Jill Lemke from MDOT MPA who has assisted with advising on the initial competition brief and refining the scope of work. Bruna Atilla from the City of Baltimore, Andy Frank from Parks and People, and the Waterfront Partnership have also been part of the project. Mr. Myers expressed caution regarding the dredged material from industrialized areas in the harbor. Mr. Rogers stated that the remarks regarding the opportunity to use dredged material is still conceptual and there are many technical issues which would still need to be addressed. Ms. Fidler stated that any innovative use or beneficial reuse opportunities with dredged material would be run through the screening criteria and approval process.

Ms. Ashley stated that Mr. Rogers can be contacted at [brogers@sbgpartnership.org](mailto:brogers@sbgpartnership.org) if anyone else is interested in more information regarding the Middle Branch project.

**6.0 Committee Administration** *Angie Ashley, CAC Facilitator/ Steve Pattison, HT Facilitator*

Additional questions from the meeting can be emailed to Ms. Ashley and Mr. Pattison. Ms. Fidler stated that a link to the latest [Port of Baltimore magazine](#) will be shared with the committee members as well as a link to the [Mid-Bay video](#) and a new [article on the Mid-Bay project](#). There is also [drone footage](#) showing the expansion work at Cox Creek and Poplar Island which will be shared with the committees. Ms. Ashley thanked the committees for their time and adjourned the meeting.