

FINAL DRAFT
SUMMARY OF THE DREDGED MATERIAL MANAGEMENT PROGRAM
MANAGEMENT COMMITTEE MEETING

March 28, 2018, 10:00 AM

World Trade Center
20th Floor, Stanton Room
Baltimore, Maryland

Attendees:

Association of Maryland Pilots (AMP): Eric Nielsen

Baltimore Port Alliance (BPA): Rupert Denney

Chesapeake Bay Foundation (CBF): Doug Myers

Citizens' Advisory Committee (CAC): Fran Taylor

Ecologix Group: Steve Pattison

Maryland Department of Natural Resources (DNR): Bruce Michael

Maryland Department of the Environment (MDE): Matt Rowe

Maryland Environmental Service (MES): Tammy Banta, Jeff Halka, Melissa Slatnick, Chris Williams

Maryland Department of Transportation Maryland Port Administration (MDOT MPA): Chris Correale, Kristen Fidler, Jennifer Guthrie, Katrina Jones, Kristen Keene, Shawn Kiernan, Holly Miller, John Vasina

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

US Army Corps of Engineers, Philadelphia District (CENAP): Gavin Kaiser

Action Items:

1. MDOT MPA will send the link to this Committee with information about the GreenPort Conference coming up in May 2018.

Statements for the Record:

1. Ms. Correale welcomed, and Mr. Nemazie introduced, Dr. Peter Goodwin, President of University of Maryland Center for Environmental Science (UMCES) to his first Dredged Material Management Program (DMMP) Management Committee meeting. Dr. Goodwin will be replacing Dr. Don Boesch as the DMMP Management Committee liaison to the DMMP Executive Committee. Dr. Goodwin thanked everyone for the welcome and expressed that he is honored to represent UMCES and looks forward to working with everyone.
2. Ms. Banta shared with the Committee that Ms. Cece Donovan had retired from MES.
3. Mr. Kaiser reported that Mr. Anthony DePasquale of the US Army Corps of Engineers, Philadelphia District would be retiring; no announcement has been made regarding his replacement.

1.0 Introductions, Approval of Meeting Summary

Ms. Chris Correale, MDOT MPA

Ms. Correale welcomed the attendees and called the meeting to order. Attendees were asked to introduce themselves and state whom they represent. Ms. Correale requested comments on or changes to the summary from the November 3, 2017 Dredged Material Management Program (DMMP) Management Committee meeting. A motion to accept the meeting summary passed unanimously.

2.0 Citizens Advisory Committee Report

Mr. Fran Taylor, CAC

Turner Station Pilot Project

Mr. Taylor updated the attendees on the presentation and work done by the Cornell student-interns last year. The students identified Turner Station (Baltimore County) as a location to beneficially reuse dredged material; the suggested project would provide shoreline restoration, environmental enhancements and recreational opportunities to the area. A proposal for the project is under review with the US Army Corps of Engineers Baltimore (USACE). This test pilot project could benefit other communities facing challenges with sea level rise, shoreline erosion and loss of property.

Cox Creek Citizen Oversight Committee (CC COC)

With the expansion of the Cox Creek Dredged Management Containment Facility (DMCF), the CC COC has been working with MDOT MPA to identify amenities that could benefit the surrounding communities. The CC COC is working on the feasibility of the amenities.

Mr. Taylor expressed that the Cox Creek test nursery plots are showing encouraging signs. This test nursery plot can help other sites, like Hart Miller Island.

GreenPort Congress 2018

The GreenPort Congress Conference will take place May 16 – May 18 in Baltimore at the Baltimore Convention Center. The following conference website has more information: www.greenport.com/congressamerica. Mr. Myers requested more information about the GreenPort Conference. It is a 3-day international conference with presentations, panels and tours. MDOT MPA will send the link, with the conference agenda, out to this Committee.

DMMP Citizens Advisory Committee

The importance of community outreach is to ensure that all community members have the correct information to make informed decisions about dredging projects. Mr. Taylor urged all present to continue their efforts in this matter.

Hart-Miller Island Citizens Oversight Committee (HMI COC)

The HMI COC is discussing transition from a monitoring group to a friends group. This transition will allow them the ability to take advantage of the resources of the state park system. Mr. Taylor visited North Point State Park (part of the Gunpowder State Park) and their North Point State Park Volunteers Group which is certified as a 501(c)3 non-profit organization. Mr. Taylor discussed with the North Point State Park Volunteers the idea of the HMI COC transitioning to a friends group, partnering under their 501(c)3 certification status. Mr. Taylor and Mr. Paul Brylske (Chair of the HMI COC) will be attending the North Point State Park Volunteer meeting March 29, 2018 to discuss the matter further.

3.0 Dredged Material Management Program (DMMP) Capacity Planning

Ms. Chris Correale, MDOT MPA

Ms. Correale reported that one of the recommendations that this committee gave in the 2016 and 2017 Annual Reports was to look beyond the 20-year time frame for dredged material management. MDOT MPA, with the help of Maryland Environmental Service (MES) and Gahagan & Bryant Associates, Inc. (GBA), took a closer look at where and how the existing capacity figures were determined. Ms. Correale reminded everyone that the numbers presented are planning numbers, and can vary from year-to-year depending on new work, new funding and major weather events.

Long-Term Annual Dredging Volumes (2007 through mid-2017)

The Federal dredged material demand numbers from 2007-2017 were comprised of average annual maintenance numbers only. No new federal dredging work was included; at the time these numbers were developed, MDOT MPA and USACE did not anticipate any new significant federal dredging. The 2007-2017 demand numbers in million cubic yards (MCY) or cubic yards (CY) are as follows:

- Chesapeake & Delaware Canal and Approaches: 1.2 MCY
- Maryland Bay (MD) Channels: 2.0 MCY
- Harbor Channels: 600,000 CY
- Virginia (VA) Bay Channels: 500,000 CY
- State and private sector within the Harbor: 900,000 MCY

The subtotal of the four channel systems is 4.3 MCY; the total dredging need for all four channel systems and state/private sector dredging within the Harbor was 5.2 MCY. The previous dredging demand calculations (2007-2017) 20-year outlook would have required 104 MCY of annual placement capacity.

Updated Long-Term Annual Dredging Volumes (mid-2017 through 2037)

The average long-term annual numbers include federal maintenance and new work and are more reflective of USACE dredging requirements, budget constraints and new dredging projects in specific channels. The 2017-2037 annual dredging demand numbers in million cubic yards (MCY) or cubic yards (CY) are as follows:

- Chesapeake & Delaware Canal and Approaches: 700,000 CY
- MD Bay Channels: 2.1 MCY
- Harbor Channels: 1.0 MCY
- VA Bay Channels: 800,000 CY
- State and private sector within the Harbor: 200,000CY

The subtotal of the four channel systems is 4.6 MCY; the total anticipated need for all four channel systems and state/private sector dredging within the Harbor is 4.8 MCY. The 20-year outlook would require 96 MCY in the Port of Baltimore Channel System.

The updated Chesapeake & Delaware Canal and Approaches dredging has decreased because during the previous period USACE performed a large amount of advanced maintenance dredging. The MD Bay Channels and VA Bay Channels number has increased due to the 50' Channel Widening Project. The updated Harbor (State/Private) number has decreased due to new work that was previously classified as state/private now being classified as federal. The new work is now being requested as federal dredging projects. The USACE is currently budgeting for new work dredging projects if the projects have a benefit-to-cost ratio of 2.5:1 or more.

Mr. Myers asked if the Updated Long Term Annual Dredging volumes for the Harbor (State/Private) included the Tradepoint Atlantic project. Ms. Correale responded that the Updated Dredging Demand numbers include maintenance dredging at Tradepoint Atlantic. Mr. Myers commented that there is a discrepancy between what is considered maintenance dredging versus new work dredging; in particular he questioned the Tradepoint Atlantic work because of the size of the area that Tradepoint Atlantic would like to dredge. Ms. Correale responded that MDOT MPA will accept dredged material if it is from maintenance dredging. MDOT MPA determines maintenance dredging by reviewing previous permits and whether the permit allows for dredging to specific depths and widths at the permitted dredging site. Mr. Myers responded that the Chesapeake Bay Foundation has made the point with USACE that this is new work and the old permit does not apply to the large volume of dredging that Tradepoint Atlantic

would like to complete. Mr. Myers expressed that he wanted to make sure the numbers are captured in the correct category. Ms. Correale responded that MDOT MPA is considering all the information provided by Tradepoint Atlantic. MDOT MPA understands that Tradepoint Atlantic would like to, over the next five years, dredge nearly 1 MCY. MDOT MPA may accept the material from this project, given all other requirements are met, at 200,000 CY per year. The 200,000 CY is yearly, over a multi-year period that would accommodate the 1 MCY requested by Tradepoint Atlantic.

Mr. Halka asked if there have been ship passage issues of late, without the advanced maintenance dredging in the Chesapeake & Delaware Channel and Approach channels. Mr. Kaiser responded that there have not been any ship passage issues or ships grounding to his knowledge. The USACE-Philadelphia District has budgetary restrictions; the current budget is being stretched between dredging and bridge work.

Harbor New Work Estimate 2017-2036

Ms. Correale presented the projects that MDOT MPA anticipates in the next 20 years and the amount of dredging per project over those 20 years. It is anticipated that 11.7 MCY would be needed over the next 20 years, with an annual average dredging quantity of 585,000 CY. The following projects were considered:

- Seagirt Loop Widening & Deepening: 2.0 MCY
- Curtis Bay-USCG Deepening: 400,000 CY
- Anchorage Deepening: 5.0 MCY
- Harbor 50' Channel Widening: 2.3 MCY
- Deepening and widening of existing channels to accommodate post-panamax vessels at existing MDOT MPA terminal berth: 2.0 MCY

Harbor Placement Capacity Supply

Ms. Correale presented the Harbor placement sites and their anticipated 20-year capacity. The numbers given per site are previous cumulative capacity, updated cumulative capacity, and available capacity supply (accounts for inflows which have already occurred).

- Masonville DMCF: 14.0 MCY (previous capacity), 11.0 MCY (updated capacity), 9.5 MCY (available capacity). The updated capacity calculations are attributed to the loss of 1.2 MCY in available capacity at the Kurt Iron Slip. Another 800,000 CY were lost due to use of more appropriate volume occupied numbers. An additional 500,000 CY of available capacity was lost due to inflows. Dike alignment at the Masonville berth made 200,000 CY of capacity unavailable. An additional 300,000 CY was lost through necessary changes in design of the dikes.
- Cox Creek Existing DMCF: 6.0 MCY (previous capacity), 6.4 MCY (updated capacity), 3.7 MCY (available capacity).
- Cox Creek Expansion onto MPA Property – new capacity (to elevation +80): 12.5 MCY (previous capacity), 10.8 MCY (updated capacity), 10.8 MCY (available capacity). The updated amounts are attributed to base dike construction to support the 60' dike, a loss of 1.7 MCY.
- Total of numbers combined: 32.5 MCY (previous capacity), 28.2 MCY (updated capacity), 24.0 MCY (available capacity).

Mr. Denney asked if the 24.0 MCY available capacity numbers already extracted the numbers of CY of dredged material that could be used for innovative reuse. Ms. Correale responded that the numbers may change for the better but MDOT MPA purposefully used conservative numbers and did not include potential innovative reuse numbers.

Channels Outside the Harbor for Placement Capacity Supply

- MD Bay Channels: Poplar Island 9 MCY, Poplar Island Expansion 28 MCY, Mid-Bay 90 MCY. The total capacity is 127 MCY.
- VA Bay Channels: The total capacity of open water and ocean placement sites is 30+ MCY.
- Chesapeake & Delaware Canal and Approaches: Pearce Creek, with dike raising in the future, provides a capacity of 18.6 MCY.

Dredging Demand vs. Capacity Supply

- The MDOT MPA chart provided indicates the following demand amounts for each channel system:
 - Harbor: 1.15 MCY (average annual demand), 23 MCY (20-yr demand), 24 MCY (available/planned capacity). This leaves a 1 MCY 20-yr capacity surplus.
 - MD Bay Channels: 2.1 MCY (average annual demand), 42 MCY (20-yr demand), 127 MCY (available/planned capacity). This leaves an 85 MCY 20-yr capacity surplus.
 - Chesapeake & Delaware Channels and Approaches: 700,000 CY (average annual demand), 14 MCY (20-yr demand), 18.6 MCY (available/planned capacity). This leaves a greater than 4.6 MCY 20-yr capacity surplus.
 - VA Bay Channels: 775,000 CY (average annual demand), 15.5 MCY (20-yr demand), >30 MCY (available/planned capacity). This leaves a 14.5 MCY 20-yr capacity surplus.
- The Harbor is the most challenging area because the numbers for demand versus capacity are very close.
- If Mid-Bay is approved, the site will alleviate many issues with capacity supply for quite a long time for the MD Bay Channels.
- Mr. Rowe inquired about the difference in numbers for the Average Annual Demand. On one chart it is 4.8 MCY and on another chart it is 4.725 MCY. Ms. Correale responded that MDOT MPA rounded the numbers up to 4.8 MCY on the first chart.

Key Challenges

Ms. Correale outlined the challenges ahead related to placement capacity. A key challenge is optimizing Harbor DMCF site operations and material placement in order to maximize available capacity. For instance, if Seagirt loop channel 50' widening is approved, this potential project could not occur in one mobilization because the Harbor placement sites could not accept all the material at once. This could lead to additional costs in the future. A high priority challenge is preventing de-authorization of Mid-Bay. Work continues to secure funding for pre-construction, engineering, and design in order to move the project forward. A visit to Poplar Island is planned for April 5, 2018 by USACE, MDOT MPA, US MD Senator Benjamin Cardin, US MD Senator Christopher Van Hollen and their staff, as well as Assistant Secretary of the Army for Civil Works, Mr. Ricky "R.D." James and his staff. Additional challenges include obtaining Federal funding for Poplar Island and Mid-Bay and resolving the crab issues in the VA Bay channels. MDOT MPA is working with elected officials to secure the funding for Poplar Island that left out of the President's FY19 budget from the FY 18 Work Plan. MDOT MPA has been working with USACE to resolve the issues with overwintering blue crabs at the Wolf Trap Alternative Placement Site. Mr. Nemazie asked if the VA Bay Channels crab issue is affecting MDOT MPA planning because Virginia would push their material to Maryland. Ms. Correale responded that Virginia would like to use Tangier Island; however, the federal standard for placement of dredged material from the York Spit Channel is at Wolf Trap Alternative Placement Site. If the federal standard cannot be used then the non-federal sponsor must pay 100% of the cost above the federal standard. At this time USACE is looking at alternatives by advertising the next dredging contract as a mechanical

dredging contract; this type of dredging is allowed during the sea turtle season. Ms. Correale expressed that it is also a continuing challenge to maintain citizen and other stakeholder support for the plans that are critical to the success of these projects.

Ms. Correale stated that the 20-year dredged material management plan (DMMP) is founded on sound planning estimates. The planning numbers are conservative. It is known that dredging associated with the 50' Harbor Widening project will not take place in the Harbor. With regard to supply, MDOT MPA has not factored in the acquisition of Cristal, or anticipated capacity recovery through innovative reuse and/or anticipated capacity recovery associated with Confined Aquatic Disposal (CAD). Ms. Correale stated that planning beyond the 20-year horizon is necessary.

Mr. Denney commented that he thought it was interesting that MDOT MPA chose not to associate anticipated capacity recovery data with innovative reuse at this time. Ms. Correale responded that MDOT MPA did not want the planning numbers to be overly optimistic. Mr. Kaiser asked if consideration is being given to the influences on the Conowingo Dam sediment in the updated long-term annual dredging volumes. Mr. Kaiser expressed that he believes the sediment will have an impact on the amount of material that would need to be dredged from the channels. Ms. Correale stated that even if all the sediment in Conowingo were removed, not all sediment coming down the river would be trapped by the dam and there would still be sufficient sediment already on the Bay bottom that would be stirred by tidal currents and wind that would land in the channels and require dredging. Mr. Michael added that one of the goals, beyond the pilot dredging project at the Conowingo Dam, is to increase the best management practices (BMP) upstream to keep sediment from getting in the Susquehanna River. The goal is to address upstream sediment issues.

4.0 Innovative & Beneficial Reuse Progress Report

Ms. Kristen Keene, MDOT MPA

MDOT MPA is working on several demonstration projects; some have started, while others are anticipated to be initiated during the 2018 calendar year. The goal is to execute meaningful demonstration projects that will help further the Innovative and Beneficial Reuse Program. The projects will use dried dredged material from the Cox Creek DMCF for both alternative daily cover (ADC) at the Baltimore City Quarantine Road Sanitary Landfill and also as engineered fill for the Hawkins Point South Cell. The ADC and engineered fill projects are anticipated to begin soon. In addition, MDOT MPA developed a test nursery demonstration in October of 2017 at the Cox Creek DMCF.

Alternative Daily Cover

Maryland Department of Environment (MDE) approved the use of dried dredged material from the Cox Creek DMCF as ADC at the Quarantine Road Sanitary Landfill; the project is for one year. The MDE letter of approval was sent to Baltimore City Department of Public Works (DPW) approving the use of the material for this demonstration project. The approval letter outlines reporting requirements from the landfill; they are required to assess: performance of the dredged material as ADC, description of any operational issues encountered, photographic documentation illustrating the field manipulation and handling of the ADC, and description of any modification to the landfill's standard operating procedures required in using dredged material as ADC. MDOT MPA is working with the DPW to finalize an agreement for the hauling of the material from the Cox Creek DMCF drying area to the Quarantine Road Sanitary Landfill.

If MDE approves dredged material for extended use, DPW would be required to amend the landfill's Operations & Maintenance manual to reflect the use of dredged material as ADC. Material from Cox Creek Stockpile A, Stockpile B1 and Stockpile B2 have been approved for use (a combined total of

6,000 CY). MDE approval will be sought if any additional material is needed for the demonstration. For this demonstration project, dredged material will only be used for daily cover, not intermediate or final cover.

Engineering Fill at Hawkins Point

MDOT MPA is looking to officially close and develop the South Cell of the Hawkins Point DMCF to construct an Algal Flow-way (AFW). Approximately 19,000 CY of material is needed to fill the South Cell; the material would be comprised of dried dredged material from Cox Creek DMCF as well as on-site berm material. Currently, the South Cell site is undergoing dewatering and crust management operations.

Once the South Cell has been filled and graded, construction of the AFW can begin. Perimeter trenching was recently completed and interior trenching is slated to begin in the next few weeks, weather depending. The proposed schedule includes hauling of dried dredged material from Cox Creek to the South Cell beginning in summer 2018. Mr. Myers asked what the timeline is for the AFW. Mr. Kiernan responded that the timeline is as soon as possible. Ms. Keene explained that MDOT MPA will have a better understanding of the timeframe associated with AFW construction once the site has been dewatered then filled and graded to the appropriate elevation. Once the South Cell is prepared, the Safety, Environmental, and Risk Management (SERM) Office can begin construction of the AFW.

Test Nursery at Cox Creek DMCF

The test nursery was initiated in October 2017 and will continue to be observed until October 2018. The objective for the test nursery is to determine the ability of Cox Creek DMCF dredged material to sustain grass seed growth. The nursery (8 feet x 16 feet) was divided into eight separate plots (approx. 5 inches of material planted with native grass seed), each with a unique treatment using dried dredged material, Leafgro®, and lime with one control plot of topsoil. The plots were planted with a grass seed mix and visually observed weekly.

Currently, the 100% dredged material and lime plot has the highest percent coverage of all the plots, with the 100% dredged material plot having the second highest percent coverage. The dried dredged material used in the study was previously tested for pH, metals, and nutrients and will be tested again after completion of the observations in late fall 2018.

Mr. Kaiser asked whether the lime was a one-time application or an annual application. Ms. Keene responded that it was a one-time application of pelletized lime.

Innovative Reuse of Dredged Material and Capacity Recovery at Cox Creek DMCF Request for Proposals (RFP)

Ms. Keene provided an update on the Request for Proposals (RFP) for Innovative Reuse of Dredged Material and Capacity Recovery at the Cox Creek DMCF. The objective of the RFP is to recover placement capacity at the Cox Creek DMCF. The proposal involves a successful offeror excavating, dewatering, characterizing, and transporting off-site a total of 500,000 CY of material for innovative reuse projects. The duration of the contract will be five years. The RFP was advertised by MES on behalf of MDOT MPA on December 29, 2017. Proposals were submitted on March 20, 2018. Contract award is anticipated in May 2018 with Notice to Proceed in June 2018. Four proposals have been received. Mr. Nemazie commented about the timeline of this project and that it would be beneficial to provide a lessons learned document for use on other projects related to innovative reuse such as the Conowingo Dam

project. Ms. Keene agreed that a lessons learned document is something MDOT MPA could develop to advise future projects.

Ms. Keene displayed a drawing of the project layout indicating the location of the Upland area, the existing Staging Area A and potential Staging Area B adjacent to the Cox Creek DMCF. Staging Area A is the existing 1.7 acres on-site area for the prospective contractor to conduct the dewatering, characterizing, and temporary stockpiling operation prior to loading the material for transport. Staging Area B is an additional 2.3 acres on-site area that the prospective contractor can elect to build out for a combined total of four acres to use as their on-site staging area. Ms. Keene also pointed out the Innovative Reuse Project Excavation Area within the Cox Creek DMCF. This is the area inside the DMCF that engineers have determined that a contractor can safely excavate dredged material without impacting the integrity of the existing dike, will not interfere with base dike construction that will be occurring during this contract, and will prevent the excavation of previously placed material that may not be representative of maintenance dredged material.

The specific innovative reuse considerations associated with this RFP are that the material can be used in more than one innovative reuse project, and that the location of the projects is at the discretion of the contractor but must be approved by MDOT MPA. All of the material, regardless of where it goes, will be characterized based on the sampling procedures outlined in the MDE Guidance document, but only material innovatively reused in the state of Maryland will have to adhere to the regulatory parameters described in the guidance document. Mr. Denney asked what DPW's daily and annual requirements for cover at the landfill are and inquired if MDOT MPA could provide all of the required daily cover to DPW. Ms. Miller responded that the annual required cover at the landfill is approximately 62,000 CY. Currently, MDOT MPA will be funding the transport of the material to the landfill for the demonstration project.

Mr. Taylor commented that visitors are coming to the nature area at Cox Creek DMCF and asked if there are any educational panels planned to describe what is going on at Cox Creek DMCF with the innovative reuse proposal and demonstration projects. Ms. Keene responded that MDOT MPA is having internal discussions about how to further expand on the community education as it relates to the innovative reuse and the demonstration projects. Ms. Keene welcomed suggestions or ideas.

5.0 Conowingo Sediment Update

Ms. Tammy Banta, MES

Ms. Banta provided an update on the Conowingo Capacity Recovery and Innovative & Beneficial Use Pilot Project. MES is working on this project on behalf of MDE. Ms. Banta reviewed the history of this project. In June 2016, the Governor's Bay Cabinet requested the establishment of the Conowingo Dam Sediment Management Working Group (WG). The purpose of the WG is to accelerate Bay restoration by identifying cost-effective dredging solutions, including innovative reuse and/or beneficial use for the sediments and associated nutrients behind the Conowingo Dam. In August 2016, MES issued a Request for Information (RFI) on the technical and economic feasibility associated with a project of removal of sediments and using innovative and/or beneficial reuse of the sediments behind the Conowingo Dam. In August 2017, Governor Hogan announced plans for the Pilot Project at the 2nd Conowingo Summit. On August 31, 2017, MES issued a Request for Proposals (RFP) to perform a pilot dredging project and innovative reuse and/or beneficial use project for approximately 25,000 CY of sediment in the Maryland portion of the Susquehanna River, upstream of the Conowingo Dam. By early-December 2017, MES had received two proposals in response to the RFI. The technical proposals were evaluated and scored by a 14-member technical evaluation team made up of MES, Anchor QEA (design engineers on project),

MDE, Maryland Department of Natural Resources (DNR), Maryland Department of Planning (MDP), University of Maryland Center for Environmental Science (UMCES), Exelon Generation Company, LLC (Exelon) and the Susquehanna River Basin Commission. On December 28, 2017 Northgate-Dutra Joint Venture was selected by the evaluation committee based on their combined technical score and price and the Notice of Intent to award a contract was issued.

MES is currently working through the permitting process on this project. Three community meetings have been held to update the local area citizens on the project; approximately 40 community members attended each meeting. During the course of the project the dredging area needed to be relocated due to the location of underground utility and the staging area was relocated due to community concern regarding access on Susquehanna Ridge Road to the property and concerns about tree removal in the area. Mr. Myers asked about the permitting and the Federal Energy Regulatory Commission license amendment application process and what agency/company would need to apply for the permits and licenses. Ms. Slatnick explained that since the pilot project is in the project territory of the Conowingo Dam, it has a Federal Energy Regulatory Commission (FERC) license. Normally, the holder of the license would apply for a non-project specific modification to the license. The licensee, Exelon, has asked that MES complete the application which requires that an Environmental Assessment (EA) be written. Exelon will provide a letter with the EA stating that they do not oppose the project.

Pilot Dredging Project

The goals of the project are to:

- Evaluate pilot scale feasibility of dredging for sediment management to inform an understanding for potential large scale opportunities to improve Chesapeake Bay water quality
- Use Maryland's Innovative Reuse and Beneficial Use Guidance Document

Project Location

Ms. Banta explained that the pilot project location is about five miles north of Conowingo Dam, near the Pennsylvania (PA) line.

The staging area is located in Harford County, on private property; the shoreline is owned by Exelon. MES will lease the private property for the duration of the project. There are no homes on the private property and access via Line Bridge Road (a two lane county road) is suitable for trucking; however, there are seasonal cabins along the shoreline owned by Exelon. Mechanical dewatering of dredged material will take place at the staging area; the area will be lined to capture any runoff. In addition to the construction activity that will take place in the staging area, the area would also need to accommodate security fencing, trailers for onsite personnel and material management equipment.

The dredging area is located in Cecil County within the Conowingo Pond, on Exelon property.

Components of the dredging project include:

- Hydraulically dredge 25,000 CY of sediment
- Pump sediment from dredging location to staging area
- Dewater material at the staging area
- Temporarily stockpile material at the staging area
- Transport material offsite for reuse within one year

Regulatory Permitting

- Joint Permit Application (JPA) with USACE and MDE is on-going. This process includes a mandatory 30-day public notice and public comment period prior to permit issuance.

- Endangered species consultation with US Fish and Wildlife Service is complete.
- Historic properties consultation with Maryland Historic Trust is complete.
- Rare, threatened, and endangered species consultation with DNR is complete.
- Coordination with Exelon and the Federal Energy Regulatory Commission is on-going.
- MDE will take jurisdiction on County approvals for grading/sediment, erosion control and storm water; these approvals are on-going.
- DNR will take jurisdiction on County approvals on the forest conservation review; this approval is on-going.

Proposed Project Schedule

All involved organizations are working through the permitting process. MES is working with the owner of the staging area to execute a lease agreement. MES is working with Northgate-Dutra Joint Venture to receive final and best costs. Contract award and Notice to Proceed are anticipated in May 2018. After Notice to Proceed is given, the contractor can begin the staging area construction; this is anticipated to begin in June 2018. Once the staging area is completed and the closure of the fisheries time-of-year restrictions ends, dredging can begin; this is anticipated to take place in July 2018. Dredging is anticipated to be complete by end of September 2018.

6.0 Corps of Engineers, North Atlantic, Baltimore (CENAB)

**Mr. Kevin Brennan,
Mr. Graham McAllister,
Mr. Justin Callahan**

Mr. Brennan referenced the potential pilot project at Turner Station. This is related to Section 1122 of the Water Resource Development Act (WRDA) of 2016, Beneficial Use of Dredged Material which established a pilot project (up to ten projects nationwide) of beneficial use of dredged material. The USACE are looking for specific things out of these projects: promotes public safety, reduces storm damage to property and infrastructure, protect and restore the aquatic-ecosystem and habitats, stabilize the streams and enhance the shorelines, support risk management strategies and reduce cost of dredge and dredge material placement. The public notice went out nationwide for proposals; the deadline was March 12, 2018. USACE is reviewing all the proposals received. The timeline for notification of approval is not known, there was a conference call March 28, 2018 to discuss process of evaluating all proposals sent.

Mr. McAllister provided information on the VA Dredging plans and Masonville Tipping Fee. Mr. Callahan provided information on the Poplar Island/Poplar Island Expansion, Channel Widening Study and Mid-Bay.

VA Dredging Plans

Mr. McAllister explained that the USACE-Baltimore awarded a contract to Great Lakes Dredging and Dock Co. (GLDD) to dredge the Cape Henry Channel; the contract is estimated to remove approximately 2.2 MCY of material. USACE-Baltimore held a pre-construction meeting with GLDD last week. The dredge Terrapin Island is set to arrive in Norfolk area next week. Dredging work is expected to start in April 2018 and is anticipated to be complete in mid-August 2018. The material will be placed at the Dam Neck Ocean Placement site.

USACE-Baltimore is working toward completing a solicitation by June 2018 for its FFY 2018 dredging contract for the Curtis Bay Channel, multiple sites in the MD Approach Channels and the York Spit Channel. USACE-Baltimore has been working in coordination with MDOT MPA and Association of

MD Pilots on this solicitation. It is anticipated that approximately 400,000 CY of material would be dredged in Curtis Bay Channel and 1.5 MCY of material would be dredged in multiple sections of the MD Approach Channels (the Craighill areas). The material from the MD Approach Channels will be taken to Poplar Island. The York Spit Channel dredging will be conducted with mechanical (bucket) dredging instead of hopper dredging. USACE-Baltimore reached out to industry experts to see if bucket dredging in the York Spit Channel would be feasible, since that area of the Bay that tend to have higher wave heights than seen in the MD Approach Channels (where bucket dredging works). USACE-Baltimore is considering mechanical dredging since hopper dredges are in high demand across the country.

The FFY 19 President's Budget was announced and it included \$23.645 Million for maintenance dredging in Baltimore Harbor and Channels Projects. It is a slight dip in funds from FFY '18 Presidents Budget which was \$25.557 Million.

Masonville Tipping Fee

The Section 2017 Decision Document was approved by USACE-Headquarters on January 22, 2018. The approval of this document will allow USACE-Baltimore to enter into a Memorandum of Agreement (MOA) with MDOT MPA to provide a tipping fee for placement of Federal dredged material in the Masonville DMCF. The MOA is currently with MDOT MPA for review.

Poplar Island/Poplar Island Expansion

Mr. Callahan explained that the Poplar Island expansion construction is moving along. When the project began the estimated cost of construction was \$150 Million, USACE-Baltimore has either completed or awarded 70% of the work. The FFY19 Presidents budget does not allocate funding for the Poplar Island expansion; USACE-Baltimore is still seeking funds for the remaining 30%. USACE-Baltimore has a site visit planed April 5, 2018 with MD State Senator Benjamin Cardin, MD State Senator Christopher Van Hollen and Assistant Secretary of the Army for Civil Works Mr. Ricky "R.D." James and their staff.

Federal Dredged Material Management Plan

An update on the Dredged Material Management Plan (DMMP) for Baltimore Harbor final report was approved by USACE-Headquarters October 31, 2017. The report was transmitted to the Assistant Secretary of the Army for Civil Works in November 2017. Mr. Myers asked about the timeframe for this DMMP. Mr. Callahan responded that the 20-year timeframe starts now. The last time the numbers were updated was February 2017. The report reconfirms Poplar Island Expansion and Mid-Bay development. The DMMP recommended plans for Maryland bay channel material placement and recommends the use of Cox Creek DMCF, Masonville DMCF, Cox Creek DMCF Expanded, and Confined Aquatic Disposal (CAD) for harbor material.

Channel 50' Widening Study

This study is in a holding pattern. USACE is working with other agencies to determine what kind of evaluation is required, regarding the use of the Alternate Alternate Wolf Trap site. The current working estimate is that 2 years and \$850,000 would be needed to complete the necessary studies to see if the Alternate Alternate Wolf Trap site will be used.

Mid-Bay

USACE-Baltimore is working internally on the project management plan for the design of Mid-Bay. The next step is to obtain funding for the design of the project. USACE-Baltimore was asked to complete

a Supplemental Chief's Report for Mid-Bay. The Supplemental Report is under review at the Office of Management and Budget (OMB). Mr. Myers asked what is the relative timeframe of the Mid-Bay project in relation to the Federal DMMP's anticipation that the site can receive material verses when USACE-Baltimore would anticipate Mid-Bay would be ready to accept material. Mr. Callahan responded that from an operational stand point USACE-Baltimore would like to have Mid-Bay ready to receive material by 2028. Based on USACE's collective experience at Poplar Island, USACE-Baltimore is anticipating 2.5-3 year design schedule and then a 4-year construction schedule. Mr. Myers inquired about the order of islands to be restored in the Chesapeake Bay. Mr. Callahan replied that USACE-Baltimore would complete the plans and specification for Barren Island first.

7.0 Corps of Engineers, North Atlantic, Philadelphia (CENAP) Mr. Gavin Kaiser, CENAP

Mr. Kaiser reported that Mr. Anthony DePasquale will be retiring; no announcement has been made regarding his replacement.

Pearce Creek Dredging Plans

GLDD has completed dredging and placement for Pearce Creek; before dredging (BD) and after dredging (AD) quantities are being evaluated for payment with Great Lakes Dredge and Dock (GLDD). There were two bucket dredges to place material, from the Pooles Island and Elk River reaches, at Pearce Creek DMCF. The amount of material will be approximately 650,000-700,000 CY. USACE-Philadelphia is waiting on the effluent test results from Tetra Tech. The effluent test was a separate contract with Tetra Tech that helped USACE-Philadelphia abide by the water quality certificate from Maryland. USACE-Philadelphia is continuing their outreach to the community for this project. Mr. Kaiser thanked MES and MDOT MPA for their help with the outreach process. USACE-Philadelphia has a potential site visit planned in April with the public. Mr. Myers asked if the community has received municipal water yet. Mr. Kaiser responded that a majority of the community has their municipal water set up but not everyone; those still without municipal water are being supplied bottled water on behalf of the USACE-Philadelphia. Ms. Keene responded that 184 out of 235 hook-ups have occurred and the project is on target to meet the May deadline.

Future Dredging Plans

USACE-Philadelphia plans to dredge Pooles Island again due to the high shoaling areas. In addition, USACE-Philadelphia is considering dredging in areas around Court House Point. Material dredged from both locations will be placed at the Pearce Creek DMCF. Dredging is anticipated to begin December 2018 and is anticipated to be complete by March 2019.

8.0 Harbor Development Update

Ms. Chris Correale, MDOT MPA

Cox Creek DMCF Base Dike

Ms. Correale reported that contract for work on the base dike at Cox Creek DMCF was advertised for last week. This contract will allow MDOT MPA to construct the new base dike on the interior of the existing dike which will support future dike raising to +60ft and eventually +80ft.

Masonville Mitigation

The Harbor trash wheel family grew this week. The new trash wheel is part of a mitigation project at Masonville DMCF site. It arrived at the Masonville Cove on March 27, 2018. Mr. Kaiser asked if this trash wheel will receive googly eyes. Ms. Jones responded that MDOT MPA is working on that and the trash wheel will have its own personality. Mr. Nemazie asked if the new trash wheel will be in similar situation as Mr. Trash Wheel, in constricted water area. Mr. Kiernan responded that the new trash wheel is docked in the Cove and will eventually be placed in the stream adjacent to the Cove.

The Dundalk Marine Terminal trash interceptor is complete. It is a hydrodynamic separator that uses swirl concentration and continuous deflective separation (CDS) to screen, separate, and trap trash and debris from storm water runoff.

Mr. Halka stated that the current Confined Aquatic Disposal (CAD) cell is being monitored and going well. Ms. Miller responded that MDOT MPA is currently analyzing the current data they collected from the last survey in February, 2018. MDOT MPA will have more information in the future about any potential new CAD sites after the final evaluation and review of lessons learned from this pilot project. Mr. Taylor expressed that Tradepoint Atlantic has received a negative response in relation to their dredging from the communities surrounding the property. Mr. Taylor continued by expressing that he believes that MDOT MPA has a very good community outreach campaign that discusses the facts and data surrounding dredged material. Specifically, MDOT MPA's information related to CAD and the displacement that takes place during placement and material settling. If MDOT MPA were to share their CAD outreach and dredging information with the communities surrounding Tradepoint Atlantic it would be beneficial. Ms. Correale responded that MDOT MPA would consider Mr. Taylor's request to provide outreach to the communities surrounding Tradepoint Atlantic. It is unusual since the information learned from the CAD cell, which is in a protected area in Masonville, is different than the dredging outside Sparrows Point Basin (the dredging there will be in and outside of the basin). Ms. Correale cautioned that the two topics seems similar but are different and MDOT MPA would have to be careful to not confuse the public on what type of project will be taking place.

9.0 Round Table discussion: Activities and Issues of Significance

Mr. Rowe reported that MDE put in a proposal under the USACE Request for Proposal (RFP) to conduct remediation at Sparrows Point site (off Tin Mill Canal). The area offshore is contaminated and Tradepoint Atlantic is not responsible for anything that is offshore. MDE is working with MDOT MPA and received support from Tradepoint Atlantic. The area is contaminated with oil, grease and polychlorinated biphenyls (PCB's). Mr. Myers asked if the proposal is to dredge or cap the area. Mr. Rowe responded that it depends on funding and what the ultimate design will be, but MDE is looking at capping the area.

10.0 Closing Comments and Adjourn

Ms. Chris Correale, MDOT MPA

The next DMMP Management Committee meeting will be held June 27, 2018. The next DMMP Executive Committee meeting will be held on May 3, 2018. Ms. Correale stated the DMMP Annual meeting will be held November 2, 2018 at the Sollers Point Multi-Purpose Center. There were no additional comments; Ms. Correale thanked everyone for their attendance and the meeting was adjourned.