
Final Report to The Executive Committee From The Management Committee

Maryland’s Dredged Material Management Program

December 16, 2008
HIGHLIGHTS

2008 Accomplishments:

- The Maryland Port Administration (MPA) continued its implementation of the Innovative Reuse Committee’s 2007 recommendations. Special emphasis has been placed on pursuing Innovative Reuse demonstration projects.

- At the recommendation of the Innovative Reuse Committee, MPA initiated an independent scientific study of the sediment quality of Baltimore Harbor and Chesapeake Bay.

- MPA’s Innovative Reuse Evaluation Committee reviewed proposals from vendors for Innovative Reuse demonstration projects. Based on the committee’s recommendations, MPA initiated negotiations to finalize agreements for several demonstration projects and submit them for approval. Approved projects are expected to begin in 2009.

- Construction of the Masonville dredged material containment facility (DMCF) continued. Preconstruction dredging, site preparation and preparations for the dikes are completed. The contract for dike construction will be awarded in November 2008 with the beginning of construction occurring in late 2008. The facility is expected to begin receiving dredged material by January 2010.

- Implementation of community enhancement and mitigation projects which are part of the Masonville DMCF project also continued. The Masonville Cove Environmental Education Center will be completed in 2008. Many other projects are expected to become operational during 2009.

- Based on citizen concerns about dredging in contaminated sediments around Sparrows Point, MPA initiated a study to evaluate various dredging techniques to determine how any dredging needed for the potential Sparrows Point DMCF could be conducted safely. The objective would be to compare techniques and with community input, select the preferred method to minimize any potential impact of dredging contaminated sediments.

- Feasibility studies for a potential Sparrows Point DMCF and associated community enhancements proceeded at a reduced pace due to uncertainties over the results of the sale of Sparrows Point. Based on recent discussions with the new owner, Severstal, the studies will be resumed.

- Stakeholder involvement has continued at a high level within the Maryland Dredged Material Management Program, highlighted by continued discussions with community representatives and other stakeholders about Innovative Reuse, the Masonville DMCF and its community enhancements, a potential Sparrows Point DMCF including community enhancements, the habitat development plan for the north cell of Hart-Miller Island (HMI), the proposed Poplar Island Expansion and Mid-Bay Islands projects, and other topics of interest to stakeholders.
- MPA initiated scientific studies of Chesapeake Bay channel sediments to determine the feasibility of utilizing an existing ocean placement site as a contingency for placement of these sediments.

Recommendations for 2009 and Beyond:

Stakeholder Communication

- Continue stakeholder involvement in topics such as the implementation of Innovative Reuse demonstration projects, the Masonville DMCF and community enhancements, the design for a potential Sparrows Point DMCF including community enhancements, the habitat development plan for the north cell of HMI, and other issues of interest to stakeholders.

Innovative Reuse

- Implement one or more Innovative Reuse demonstration projects in 2009.

- Continue to implement recommendations in the IRC’s April 2007 report to the Executive Committee, including:
  
  > Identify end uses and locations for potential Innovative Reuse projects and conduct more detailed site-specific analyses of engineering, cost, environmental impact, public acceptance, and regulatory feasibility factors.

  > Develop partnerships, identify new funding sources, and seek economic development options and incentives to increase the funding available for Innovative Reuse.

  > Develop and implement an implementation strategy for Innovative Reuse, including a funding strategy (especially critical) to accommodate any increased costs of Innovative Reuse as well as an outreach strategy to increase the base of stakeholder support for Innovative Reuse.

  > Complete by February 2009 the scientific study of the sediment quality of Baltimore Harbor and Bay channels and assess the results for legislative and dredged material management implications.

  > Evaluate the potential for legal and policy changes that may facilitate the development of cost-effective Innovative Reuse, including the potential development of a new management strategy for Maryland, dedicated to the highest-value reuse of the dredged material.

- Assess the feasibility of advancing the 2023 target date, which the Harbor Team recommended, as a goal for beginning to manage 0.5 million cubic yards per year of dredged material from Baltimore Harbor by Innovative Reuse.
Masonville

- As part of the community enhancement package, work with stakeholders to finalize a long-term funding plan for those enhancements that are not included in the mitigation requirements.

- Proceed expeditiously with construction of the Masonville DMCF and implementation of the community enhancement and mitigation package.

Sparrows Point

- Continue discussions with Severstal regarding the conducting of onsite studies and the identification of any other issues that need to be resolved in order to determine the feasibility of purchasing a site for a DMCF at Sparrows Point.

- Conduct an Environmental Dredging Evaluation Program for different environmental dredging methods, in the area that may ultimately be dredged for a Sparrows Point DMCF. Involve community representatives in the program. Work with the communities to select a dredging method acceptable to the communities.

- If a Sparrows Point DMCF is feasible, finalize (in conjunction with discussions with stakeholders): a) the preliminary design of a potential DMCF that minimizes potential impacts, and b) a list of proposed environmental and community enhancements, including a funding plan, that would be implemented as part of any DMCF project at Sparrows Point.

- If a Sparrows Point DMCF is feasible, propose legislation in 2010 to modify the current legislative restriction on constructing a DMCF within 5 miles of the Hart-Miller-Pleasure Island chain by allowing the construction of a proposed DMCF by MPA at a specific location at Sparrows Point.

Harbor Placement Sites

Complete a tipping fee agreement with the US Army Corps of Engineers (USACE) providing for their use of Harbor sites - Cox Creek and Masonville - for dredged material placement.

Hart-Miller Island

- Continue efforts to maximize the use of the remaining capacity of HMI by the end of 2009, consistent with the north cell habitat development plan.

- Continue the engineering feasibility phase of the north cell habitat development study.

- Develop long-term provisions for maintenance (including identification of funding sources by MPA and the Department of Natural Resources).

Poplar Island Expansion Project
- Amend the Project Cooperation Agreement between the State and USACE to include the new authorization. Pending the availability of funds, the preconstruction engineering and design phase of the expansion should begin in 2010.

- Continue efforts to obtain Federal and State appropriations.

Mid-Bay Islands

- A Chief’s Report from the USACE Chief of Engineers is scheduled to be completed by the end of 2008. Following issuance of the Chief’s Report, pursue inclusion of this project in the next WRDA.

- Support execution of a Preconstruction Engineering and Design agreement between the State and USACE, and continue engineering and design activities.

Chesapeake Bay Marshlands (Blackwater) Restoration Project

- Continue to work with the USACE and other partners on the continuing evaluation of the Chesapeake Bay Marshlands (Blackwater) Restoration Project.

Pooles Island Sites Replacement

- Continue efforts to maximize the use of remaining capacity at the Pooles Island sites, pending funding availability.

- Continue evaluation and selection of a replacement option for the Pooles Island sites. Alternatives include upland sites owned by the USACE and the cost-shared Poplar Island site.

Contingency Plans

- Continue to develop contingency plans for management of both Harbor and Bay dredged material to ensure sufficient capacity for 20 years.

- Determine whether an existing ocean site is suitable for placement of Chesapeake Bay channel sediments as a contingency.

Management

- Retain the organizational structure of the DMMP and continue to encourage the involvement of additional stakeholders.

- Continue the collaboration between the MPA and the USACE to implement the recommendations contained in the respective DMMP’s of the State and the USACE.

Education

- Continue the MPA Educational Outreach Initiative to help citizens and students become more aware of what the Port is and what the Port does. Expand the opportunities for public and private maritime organizations to participate in the Educational Outreach Initiative through the use of the new Masonville Cove Environmental Education Center and the cleanup of Masonville Cove.
INTRODUCTION

This document constitutes the 2008 Annual Report from the Management Committee to the Executive Committee of the Maryland Dredged Material Management Program (DMMP). It describes progress within Maryland’s DMMP during 2008 and provides recommendations for 2009 and beyond. The report is presented for the consideration and approval of the DMMP Executive Committee.

BACKGROUND

The Maryland Dredged Material Management Act of 2001 (the Act) changed the way Maryland manages dredged material placement by emphasizing beneficial use and innovative reuse of dredged material and by phasing out the practice of open water placement of dredged material. The Act created an Executive Committee responsible for reviewing and recommending DMMP options to meet both short and long-term dredged material placement capacity requirements.

The Act also established a hierarchy of dredged material placement options to be considered:

1. Beneficial use and innovative reuse of dredged material;
2. Upland sites and other environmentally sound confined capacity;
3. Expansion of existing dredged material placement capacity other than HMI or Pooles Island; and
4. Other dredged material placement options to meet long-term placement needs, except for redepositing dredged material in an unconfined manner.

“Beneficial use” is defined by the Act as any of the following:

- The restoration of underwater grasses;
- The restoration of islands;
- The stabilization of eroding shorelines;
- The creation or restoration of wetlands; and
- The creation, restoration, or enhancement of fish or shellfish habitats.

“Innovative reuse” is defined by the Act as including “the use of dredged material in the development or manufacturing of commercial, industrial, horticultural, agricultural, or other products.”

To assist the Executive Committee in carrying out its responsibilities, several other groups have been established in order to increase citizen participation and to diversify technical expertise and management perspectives within the DMMP. These include the Harbor Team; the Innovative Reuse Committee (IRC); the Management Committee; the Citizens Advisory Committee; the Bay Enhancement Working Group; and the Hart-Miller Island (HMI), Cox Creek and Masonville Citizens Advisory/Oversight Committees. To obtain information about the activities of these committees, as well as about other issues related to the DMMP, visit MPA’s website, http://www.mpasafepassage.org/.
PROGRESS and RECOMMENDATIONS

As described below, MPA and the U.S. Army Corps of Engineers (USACE) made significant progress on their respective DMMP’s during 2008 and launched a number of initiatives, including: the solicitation and review of Innovative Reuse demonstration projects, the study by an independent scientific group of the quality of Baltimore Harbor and Chesapeake Bay channel sediments, the initiation of construction of the Masonville DMCF and the implementation of Masonville community enhancements, the evaluation (with community involvement) of environmental dredging techniques for the potential Sparrows Point DMCF, and the assessment of the utilization of an existing ocean placement site for dredged material from Chesapeake Bay channels.

It is essential that MPA and the USACE maintain this progress, so that necessary Innovative Reuse and dredged material placement projects can be identified, evaluated and implemented in a timely fashion to sustain the Port’s channel system. This is all the more urgent due to the pending statutory closure of HMI at the end of 2009, uncertainty over the timing and capacity of a potential Sparrows Point DMCF, the statutory closure of the Pooles Island placement site by the end of 2010, the filling of the existing Paul S. Sarbanes Ecosystem Restoration Project at Poplar Island (Poplar Island) by approximately 2015\(^1\), the potential difficulty in obtaining timely funding for the Mid-Bay (James and Barren) Island project, and the lack of identified funding for Innovative Reuse. To this end, the DMMP Management Committee recommends the actions listed in the sections below be undertaken.

I. Innovative Reuse of Dredged Material

The Innovative Reuse Committee (IRC) was appointed by MPA in February 2006. Members representing the Port’s business community, local governments, state and federal agencies, the environmental community, elected officials and local community activists met for a year to evaluate and rank options. The IRC conducted a thorough review of the most promising options for Innovative Reuse including reclamation of sand and gravel mines, coal mines, and brownfields, amendment of agricultural land, base material for roads and parking lots, manufactured topsoil, and products such as bricks and blocks.

The IRC completed its first year of work and issued its report to the DMMP Executive Committee in April 2007. The report designated mines, flowable fill, sand and gravel pits, and land amendment as the most highly favored technologies for implementation. The report also included a number of recommendations which are discussed in the report below.

A number of activities took place in 2008 as a result of the IRC’s recommendations:

- Based on the Request for Proposals issued by MPA in 2007, a number of concept proposals were received from vendors interested in conducting an Innovative Reuse demonstration project. Several of these vendors were selected to submit full proposals, and a number of full proposals were received. MPA is in the process of evaluating the proposals and negotiating with the vendors, with the advice of an Innovative Reuse

\(^1\) Note that after 2010, there will not be sufficient annual dredged material capacity at Poplar Island to accommodate the annual 3.2 million cubic yards of maintenance material volume for the Bay channels. This will likely result in Poplar Island being overloaded and its operating life shortened.
Evaluation Committee composed of MPA stakeholders. MPA has set aside enough funding to support up to three demonstration projects, and it is expected that one or more projects will begin in 2009.

- MPA has completed an evaluation of the use of the Cox Creek DMCF as a dredged material processing area for Innovative Reuse. Portions of the north cell are being reserved as a possible source of dredged material for Innovative Reuse demonstration projects.

- An independent scientific study by national experts, led by of the Maryland Sea Grant College Program and the Chesapeake Research Consortium, is investigating the sediment quality of Baltimore Harbor and the relation between sediment quality and the use of the sediment in Innovative Reuse applications. This is an important study for advancing the development of an effective Innovative Reuse program.

At the request of MPA, the IRC is continuing its work in advising MPA on how to move carefully but expeditiously to make Innovative Reuse a reality in Maryland in the near future.

Recommendations:

I.1. Implement one or more Innovative Reuse demonstration projects in 2009.

I.2. Continue to implement the recommendations in the IRC’s April 2007 report to the Executive Committee, including:

a. Identify end uses and locations for potential Innovative Reuse projects and conduct more detailed site-specific analyses of engineering, cost, environmental impact, public acceptance, and regulatory feasibility factors.

b. Develop partnerships, identify new funding sources, and seek economic development options and incentives to increase the funding available for Innovative Reuse.

c. Develop and implement an implementation strategy for Innovative Reuse, including a funding strategy (especially critical) to accommodate any increased costs of Innovative Reuse as well as an outreach strategy to increase the base of stakeholder support for Innovative Reuse.

d. Complete by February 2009 the scientific study of the sediment quality of Baltimore Harbor and Bay channels and assess the results for legislative and dredged material management implications.

e. Evaluate the potential for legal and policy changes that may facilitate the development of cost-effective Innovative Reuse, including the potential development of a new management strategy for Maryland, dedicated to the highest-value reuse of the dredged material.

I.3. Assess the feasibility of advancing the 2023 target date, which the Harbor Team recommended, as a goal for beginning to manage 0.5 million cubic yards (mcy) per year of dredged material from Baltimore Harbor by Innovative Reuse.
II. Baltimore Harbor Channels

Summary - The 20-year state DMMP plan for the Harbor includes closure of HMI at the end of 2009, placement in Cox Creek (currently operational), placement in Masonville (becoming operational in early 2010), potential placement at Sparrows Point, and the potential use of Innovative Reuse.

Background - In 2003, based on a review of the sites previously considered for Harbor DMCF, plus additional sites identified by the Team itself, the Harbor Team recommended three potential new sites for consideration for DMCF in the Harbor area: the Masonville, Sparrows Point, and BP-Fairfield sites. The Executive and Management Committees accepted these recommendations and the MPA initiated feasibility studies of all three sites, including community enhancements. As is discussed in more detail below, Masonville has been approved and is under construction, Sparrows Point has been undergoing feasibility studies, and BP-Fairfield will likely not be pursued further at present.

Currently, HMI can accommodate all of the sediment dredged from the Baltimore Harbor channels. However, legislative mandate requires that HMI cease receiving dredged material by the end of 2009. At present, the only other site capable of accepting Harbor sediment is the reactivated Cox Creek site, which has an annual placement capacity of only 0.5 mcy, compared to the long-term average annual Harbor need of 1.5 mcy for maintenance and new work dredging. Masonville, with an annual capacity of 0.5 mcy, is expected to begin accepting dredged material by January 2010. With the annual capacity of Cox Creek and Masonville totaling only 1.0 mcy, there will be an average annual shortfall of 0.5 mcy. As a result, MPA has announced that, beginning in 2010, Harbor sediment will only be accepted from maintenance dredging for placement in MPA facilities, but not from new work dredging, until an additional placement option is available. These circumstances highlight the urgency of implementing additional placement options, potentially including Sparrows Point and Innovative Reuse.

Masonville - Construction of the Masonville DMCF continued. Preconstruction dredging, site preparation and preparations for the dikes are completed. The contract for dike construction will be awarded in November 2008 with the beginning of construction occurring in late 2008. The facility is expected to begin receiving dredged material by January 2010. The facility will have an annual capacity of 0.5 mcy and a total capacity of 16 mcy.

Implementation of the mitigation and community enhancements (including design and construction of the “green” Masonville Cove Environmental Education Center (MCEEC) and implementation of a site cleanup program) are underway. A number of the community enhancements, including the MCEEC, are expected to be completed by the end of 2009.

Involvement of the community has continued at a high level. A Masonville Citizens Advisory Committee was appointed in January 2008. Detailed information is provided to stakeholders regarding the design and construction of the placement facility and mitigation and community enhancements, and discussions are held to obtain feedback and address issues of interest to stakeholders.

Environmental and community enhancements include the construction of the MCEEC, tidal and non-tidal wetland enhancement and creation, reef construction, shallow water substrate improvement, and fringe wetland creation. Stakeholders from the Brooklyn/Curtis Bay Coalition, Living Classrooms and the National Aquarium in Baltimore have been meeting regularly to develop community and student education programs. The stakeholders are also developing a
long-term funding plan to supplement the initial five-year commitment of MPA funding for program operation.

The Masonville project includes an Adaptive Management Plan that provides for perpetual monitoring of the success of mitigation measures and the replacement of any measures that do not achieve their goals with additional measures of equivalent benefit.

Recommendations:

II.1. Continue active discussions with the community regarding the construction of the Masonville DMCF and the implementation of the mitigation and community enhancements.

II.2. As part of the community enhancement package, work with stakeholders to finalize a long-term funding plan for those enhancements that are not included in the mitigation requirements.

II.3. Proceed expeditiously with construction of the Masonville DMCF and implementation of the mitigation and community enhancement package.

Sparrows Point - The feasibility study of the purchase of portions of Sparrows Point by MPA for use as a DMCF progressed slowly during most of 2008, due to uncertainty in the ownership of Sparrows Point. After the sale of Sparrows Point to Severstal North America, Inc., discussions between Severstal and MPA about the sale of a portion of the property to MPA were initiated.

Preliminary studies (that include an effort to minimize the wetland/open water impacts of a DMCF) show that a potential total capacity of 18 mcy and a potential lifetime of up to 20 years may be possible for a DMCF at Sparrows Point.

Discussions with stakeholders continued regarding the potential DMCF and potential community enhancements. In particular, due to community concerns about the potential environmental effects of dredging in contaminated sediments around Sparrows Point during construction of a DMCF, MPA initiated a study to evaluate various dredging techniques to determine how any dredging needed for the potential Sparrows Point DMCF could be conducted safely. The objective would be to compare techniques and to select the preferred method, based on community input, to minimize the potential impact of dredging contaminated sediments.

Recommendations:

II.4. Continue active discussions with stakeholders regarding DMCF design elements, environmental and community enhancements, and any other issues of concern.

II.5. Continue discussions with Severstal regarding the conduct of onsite studies and the identification of any other issues that need to be resolved in order to determine the feasibility of purchasing a site for a DMCF at Sparrows Point.

II.6. Conduct an Environmental Dredging Evaluation Program for different environmental dredging methods, in the area that may ultimately be dredged for a Sparrows Point DMCF. Involve community representatives in the program. Work with the communities to select a dredging method acceptable to the communities.

II.7. If a Sparrows Point DMCF is feasible, finalize (in conjunction with discussions with stakeholders): a) the preliminary design of a potential DMCF that minimizes potential impacts,
and b) a list of proposed environmental and community enhancements, including a funding plan, that would be implemented as part of any DMCF project at Sparrows Point.

II.8. If a Sparrows Point DMCF is feasible, propose legislation in 2010 to modify the current legislative restriction on constructing a DMCF within 5 miles of the Hart-Miller-Pleasure Island chain by allowing the construction of a proposed DMCF by MPA at a specific location at Sparrows Point.

BP-Fairfield – MPA had been conducting feasibility studies for the BP-Fairfield site. However, the BP-Fairfield property was sold to a new owner who has plans to develop the upland portion of the property. In addition, regulatory agencies have indicated that they are strongly opposed to constructing additional in-water DMCF’s in the Harbor. Because of these two factors, the site is less suited for a future DMCF than originally envisioned. Therefore, it is unlikely that BP-Fairfield will be considered further unless problems with the Sparrows Point project prove insurmountable.

Recommendation:

II.9. Reevaluate the potential for use of BP-Fairfield if problems with the Sparrows Point project prove insurmountable.

Cox Creek - The Cox Creek DMCF is accepting dredged material from the Harbor. Cox Creek has an annual capacity of 0.5 mcy and a total capacity of 6 mcy.

The Cox Creek facility is also under study as a proposed site for a processing facility for dewatering and stockpiling dredged materials for Innovative Reuse.

Hart-Miller Island - HMI will close on December 31, 2009 and the north cell habitat development process will begin. Until that time, MPA is continuing to maximize the use of the remaining capacity of HMI. In addition, the USACE is minimizing the amount of dredged material to be placed at Poplar Island for 2008 and 2009 to help maximize the use of available capacity at HMI before its closure.

MPA continued technical studies and discussions with stakeholders to develop plans for the end use of the north cell, which is currently planned to be developed into habitat for wildlife, similar to the south cell.

Recommendations:

II.10. Continue discussions with stakeholders to develop consensus on the habitat development plan for the north cell. Include the appropriate end use (wildlife habitat) and the development of areas to support wildlife habitat.

II.11. Continue the engineering feasibility phase of the north cell habitat development study.

II.12. Continue efforts to maximize the use of the remaining capacity of HMI by the end of 2009, consistent with the north cell habitat development plan.

II.13. Develop long-term provisions for maintenance (including identification of funding sources by MPA and the Department of Natural Resources).
III. Bay Channels

Summary - The 20-year state DMMP plan for Bay channels includes placement at the existing Pooles Island (closing in 2010) and Poplar Island sites, placement in the new Poplar Island Expansion Project starting in 2015, and future placement in the new Mid-Bay Islands Project at Barren Island and James Island (this project will provide for a 36-year plan once it becomes operational). The Philadelphia District of USACE is evaluating the use of Poplar Island and/or existing upland sites adjacent to the C&D Canal as replacements for the Pooles Island site. MPA is also currently evaluating the feasibility of using an existing ocean placement site as a contingency plan for Bay channel sediments. In addition, a long-term option involving the use of dredged material to restore Chesapeake Bay marshlands, such as Blackwater, is under investigation.

The funding issue is especially critical for the sites that will be needed for placement of Bay channel sediments. The Poplar Island Expansion Project was authorized in the federal Water Resources Development Act (WRDA) of 2007. However, funding has not yet been received to initiate the design and construction of the project. It is hoped that Congressional appropriation for the funding may occur in 2011. In addition, Maryland needs the Mid-Bay Islands project just as urgently, and it is not known when there will be another WRDA which could provide authorization for this project.

Poplar Island Expansion Environmental Restoration Project – The original Poplar Island project has become a national model of environmental restoration. MPA and the USACE are working to refine the final design for the proposed Poplar Island expansion project. State and Federal agencies are continuing to discuss issues related to the design and location of a proposed open-water embayment to be constructed as part of the project. The USACE is also working on completing an amendment to the Project Cooperation Agreement to incorporate it into the project.

The Poplar Island Expansion Project will have a total capacity of 28 mcy and will extend the lifetime of the Poplar Island facility by 7 years.

Recommendations:

III.1. Continue public outreach for the project to identify and address stakeholder issues and concerns in a timely manner.

III.2. Amend the Project Cooperation Agreement between the State and USACE to include the new authorization. Pending the availability of funds, the preconstruction engineering and design phase of the expansion should begin in 2011.

III.3 Continue efforts to obtain Federal and State appropriations.

Mid-Chesapeake Bay (James & Barren) Islands – The Civil Works Review Board meeting for the Mid-Bay Island Project was held in July 2008. The Board recommended releasing the Mid-Bay Island Draft Environmental Impact Statement for final State and Agency review. After significant comments from the State and Agency review are addressed, the report will forwarded to the Chief of Engineers for signature. A completed Chief’s report is anticipated to be available by the end of 2008, qualifying the project for the next WRDA to be passed by Congress.

Recommendations:
III.4. A Chief’s Report from the USACE Chief of Engineers is scheduled to be completed by the end of 2008. Following issuance of the Chief’s Report, pursue inclusion of this project in the next WRDA.

III.5. Support execution of a Preconstruction Engineering and Design agreement between the State and USACE, and continue engineering and design activities.

III.6. Continue public outreach for the project and identify and address stakeholder issues and concerns in a timely manner.

**Chesapeake Bay Marshlands (Blackwater) Restoration Project** – A draft Project Management Plan (PMP) (a USACE scope of work) for this project is currently under review by the MPA. This PMP details the development of a master plan that would establish priority areas and methods for ecosystem restoration and protection in the Blackwater National Wildlife Refuge and Fishing Bay vicinity. Based on recent USACE Headquarters guidance, the primary objective of the master plan cannot be placement of dredged material. The primary objective must be ecosystem restoration. This could be a barrier to MPA becoming the primary non-federal sponsor for the Chesapeake Bay Marshlands Restoration Project. Limited funding may also be a barrier to further progress.

**Recommendation:**

III.7. Continue to work with the USACE and other partners on the continuing evaluation of the Chesapeake Bay Marshlands (Blackwater) Restoration Project.

**Pooles Island Sites Replacement** - The Pooles Island placement sites (G-West, G-East and Site 92) will cease operation at the end of 2010 due to legislative mandate. As a result, the Philadelphia District of the USACE is assessing options for replacement capacity. The options include placement at Poplar Island and placement at upland sites owned by the USACE (pending obtaining the necessary permits). Placement of material from the upper approach channels was included in the estimates for placement capacity at Poplar Island.

**Recommendation:**

III.8. Continue efforts to maximize the use of remaining capacity at the Pooles Island sites, pending funding availability.

III.8. Continue evaluation and selection of a replacement option for the Pooles Island sites.

**IV. Contingency Planning**

In view of the changes in the availability of existing placement sites and the uncertainty in the funding, capacity and scheduling of new placement options for both Harbor and Bay dredged material, as described above, it is important to have contingency plans available to ensure adequate placement capacity.

**Ocean Placement** - In 2008, MPA initiated scientific studies of Chesapeake Bay channel sediments to determine the feasibility of utilizing an existing ocean placement site as a contingency for placement of these sediments.
Recommendation:

IV.1. Continue to develop and periodically update contingency plans for management of both Harbor and Bay dredged material to ensure sufficient capacity for 20 years.

IV.2. Determine whether an existing ocean site is suitable for placement of Chesapeake Bay channel sediments as a contingency.

V. Management

Management of the dredging program continues to include a broad-based committee structure, close collaboration with the USACE, and the active involvement of stakeholders. This has resulted in issues being identified, discussed and resolved and in steady progress being made.

Stakeholder Involvement – Involvement of stakeholders in the State and Federal DMMP’s continued at a high level during 2008. This includes the activities of DMMP committees such as the Executive Committee, the Management Committee, the Citizens’ Advisory Committee, the Bay Enhancement Work Group, the Harbor Team, the Cox Creek Oversight Committee, the HMI Oversight Committee, the Masonville Citizens Advisory Committee and the Innovative Reuse Committee. All of this was in addition to meetings with individual stakeholders, community groups, environmental organizations, and local, state and federal agencies on specific issues.

Recommendations:

V.1. Retain the organizational structure of the DMMP and continue to encourage the involvement of additional stakeholders.

V.2. Continue stakeholder involvement in topics such as the implementation of Innovative Reuse demonstration projects, the Masonville DMCF and community enhancements, the design for a potential Sparrows Point DMCF including community enhancements, the habitat development plan for the north cell of HMI, and other issues of interest to stakeholders.

V.3. Continue the collaboration between the MPA and the USACE to implement the recommendations contained in the respective DMMP’s of the State and the USACE.

V.4. Complete a tipping fee agreement with the USACE providing for their use of Harbor sites - Cox Creek and Masonville - for dredged material placement.

VI. Educational Program

MPA Educational Outreach Initiative - Based on the Partnership Forum held in November 2006, MPA continues to collaborate with the private maritime industry, civic organizations and educational groups (e.g., Baltimore City and County Public Schools and Anne Arundel Community College) as part of the Educational Outreach Initiative. This initiative encourages the development of innovative methods for providing Port information to schools and communities, integrating Port information into current curricula, and providing educators and communities with information about jobs in the maritime industry.
The educational outreach initiative complements MPA’s ongoing educational programs, which include tours of the Dundalk and Seagirt Marine Terminals, Poplar Island, Hart Miller Island and Swan Creek (approximately 4350 visitors to date), and the raising of 300 baby diamondback terrapins in Maryland classrooms for research purposes.

With the opening of the Masonville Cove Environmental Education Center and the clean up of the Masonville Cove, the MPA anticipates a greater opportunity for public and private maritime organizations to participate in the education outreach initiative. This is an important effort because many local citizens and students are not fully aware of what the Port is and what the Port does.

VI.1. Continue the MPA Educational Outreach Initiative to help citizens and students become more aware of what the Port is and what the Port does. Expand the opportunities for public and private maritime organizations to participate in the Educational Outreach Initiative through the use of the new Masonville Cove Environmental Education Center and the cleanup of Masonville Cove.

ACRONYMS

DMCF – Dredged Material Containment Facility
DMMP – Dredged Material Management Program (State) or Plan (USACE)
HMI – Hart-Miller Island
IRC - Innovative Reuse Committee
mcy - Million cubic yards
MPA – Maryland Port Administration
USACE – United States Army Corps of Engineers
WRDA – Water Resources Development Act (Federal)