

FINAL DRAFT
SUMMARY OF THE DREDGED MATERIAL MANAGEMENT PROGRAM
EXECUTIVE COMMITTEE MEETING
May 27, 2010, 2:00 PM
MDOT Headquarters, 4th Floor Boardroom
7201 Corporate Center Drive
Hanover, Maryland

Members Attending:

DMMP Citizens' Advisory Committee (CAC) Liaison: Fran Taylor
Maryland Department of the Environment (MDE): Bob Summers
Maryland Department of Natural Resources (DNR): Bruce Michael
Maryland Department of Transportation (MDOT): Deputy Secretary Harold Bartlett
Maryland Port Administration (MPA): Jim White
US Army Corps of Engineers, Baltimore District: Colonel Dave Anderson, Marie Burns, Kevin Brennan
US Army Corps of Engineers, Philadelphia District: Lieutenant Colonel Tom Tickner, Anthony DePasquale, Tim Kelly

Others Attending:

Council Fire: George Chmael
Department of Legislative Services: Jaclyn Hartman
DMMP Innovative Reuse Committee (IRC): Fran Flanigan
Ecologix Group: Paul Massicot
General Physics Corporation: Sarah Coffey
MDOT: Bill Appold, Andy Dentamaro
Maryland Environmental Service (MES): Cece Donovan, Charles Madison
Maryland Geological Survey: Jeffrey Halka
MPA: Katrina Jones, Frank Hamons, Kathy Broadwater, Steve Storms, Tricia Slawinski
University of Maryland Center for Environmental Science (UMCES): Don Boesch

Statements for the Record:

1. None.

1.0 Welcome and Introductions

Mr. White welcomed everyone to the meeting, and noted that Deputy Secretary Bartlett was temporarily delayed. Mr. White then convened the May 2010 Executive Committee Meeting.

2.0 Update on the U.S. Corps of Engineers Dredged Material Management Program (DMMP) – Philadelphia District

Pooles Island Closing and Pearce Creek Update

Lt. Colonel Tickner, staff

Lieutenant Colonel Tickner reported that dredging operations for the last dredging cycle ceased on March 31, 2010. The material was placed at the Pooles Island open water placement site. The Philadelphia District gained permission to start dredging operations for the next dredging cycle on September 1, 2010, with material to be placed at the Pooles Island open water placement site, prior to site closure on December 31, 2010.

Lt. Col. Tickner stated that the Corps recently met with Senator Pipkin and Delegate Smigiel to discuss the Pearce Creek Dredged Material Containment Facility (DMCF) project. The Senator and Delegate were also taken on a tour of the Pearce Creek site. Lt. Col. Tickner reported that the U.S. Geological Survey (USGS) is currently conducting a groundwater study at the Pearce Creek site to determine the source of groundwater issues.

Lt. Col. Tickner noted that he will no longer be attending DMMP meetings, and will soon be replaced by a new Commander. Lt. Col. Tickner stated that he will be relocating to a position at the Pentagon working for Secretary Darcy, the Assistant Secretary of the Army for Civil Works.

Mr. Kelly reiterated that the upcoming dredging cycle will start on September 1, 2010, with dredging operations continuing through December 31, 2010. The District received permission to place material in the G-West portion of the Pooles Island open water placement sites. The area allows for deeper draft and heavier scows to be used by the contractor. The contract for the upcoming dredging cycle will include removal of approximately 2 million cubic yards (mcy) of material. Dredging operations will begin in the northern most approach channel area to address shoaling near Turkey Point, and then move in a southerly direction.

Mr. Kelly stated that the District installed 25 new groundwater wells in support of the USGS groundwater study. The USGS is currently sampling those wells in combination with 15 existing wells and numerous homeowner wells. The sampling effort will conclude during the second week of June 2010. Mr. Kelly reported that the District is working with the USGS to develop a procedure for the release of data from the sampling effort. Mr. DePasquale noted that the Pearce Creek working group will meet with the Maryland Port Administration (MPA) on June 2, 2010 to discuss the progress on the Pearce Creek project. In addition, the Secretary of the Maryland Department of Transportation (MDOT) will be touring the Pearce Creek site on July 27, 2010.

Mr. Kelly reported that the District is working with the DMMP Citizens Advisory Committee (CAC) to get community members involved in the potential reactivation of Pearce Creek project. One resident of the area, Mr. Haines, has expressed interest in the project. Mr. Kelly has been working with the MPA and Mr. Haines to educate him about the project, and the entire DMMP process. Mr. Kelly noted that Mr. Haines will be visiting the Pearce Creek site in June, and a meeting will be held with the West View Shores community members during the fall 2010.

Mr. Michael questioned the tentative timeframe that for the release of results from the groundwater sampling effort. Mr. Kelly stated that the District is hoping to have the sampling results available for distribution in fall 2010. The Final USGS study report will likely be issued in spring 2011. Lt. Col. Tickner stated that the District is committed to distributing the sampling results to all interested parties (i.e., DMMP Committees, Elected Officials, homeowners).

Mr. Summers asked if the District has coordinated with local health departments. Mr. DePasquale stated that the local County health departments have been involved with the study. A health department representative participates in the Pearce Creek work group that will be meeting again in early-June 2010. Mr. DePasquale reiterated that the sampling results will be made available to the MPA and other parties that are critical to the decision making process. The final study report must go through the USGS systematic peer review process before it can be published. Mr. Summers stressed that homeowners will need to be immediately notified of any contamination detected in their private wells. Lt. Col. Tickner agreed, and reiterated that the District will work with the health department

and local County Commissioners to ensure that all necessary parties are informed of the sampling results in a timely fashion.

Mr. Hamons stated that the MPA previously raised concern over the sampling results being distributed piecemeal. If homeowners were notified of the results prior to the results being distributed to other interested parties, it is possible for the data to be misinterpreted and rumors could arise. Mr. Hamons reiterated the importance of developing a strategy to distribute the information to all parties at the same time.

Mr. White expressed his appreciation to Lt. Col. Tickner for his leadership throughout his tenure with the Philadelphia District Corps of Engineers. Mr. White specifically thanked him for his leadership in addressing the previous shoaling issue in the Chesapeake and Delaware (C&D) Canal proper. Businesses throughout the Port of Baltimore could have been adversely affected if the shoaling was not addressed. Lt. Col. Tickner thanked Mr. White for his appreciation, and stated that he enjoyed the cooperative working relationship with the MPA and the Baltimore District on the various DMMP issues.

Deputy Secretary Bartlett joined the meeting and apologized to the committee members for being delayed. Mr. White turned the meeting over to Dep. Sec. Bartlett.

3.0 Update on the U.S. Corps of Engineers Dredged Material Management Program (DMMP) – Baltimore District

Poplar Island Expansion

Colonel Anderson, staff

Colonel Anderson reported that, during the review process for the third amendment of the Project Cooperation Agreement (PCA) for Poplar Island (PI), the Baltimore District Corps of Engineers determined that the cost sharing agreement for the PI expansion would be modified to 65% Federal and 35% non-Federal sponsor instead of 75% Federal and 25% non-Federal sponsor. The change in cost sharing agreement has caused a delay with the design phase of the project. Col. Anderson stated that the Corps is committed to moving forward with the project and will support the State in any way possible.

Mr. White expressed his appreciation for the correspondence with the Corps regarding the change in cost sharing agreement. The MPA is committed to do what it can to move the project along at the existing 75%/25% cost share. The MPA is developing a plan now, and will continue to work with the Corps as the project moves forward.

Col. Anderson reported that other construction phase activities have proceeded at PI. Generator repairs were completed to increase the reliability of power on the Island. A contract will be issued in June 2010 to replace fenders on bulkheads instead of the existing aircraft tires. Col. Anderson noted that dredging of PI access channels is nearly complete. In July 2010, a contract will be awarded for construction of a tidal inlet in Cell 1b. A contract will be awarded in June 2010 for planting in Cell 1c.

Mid-Bay (James/Barren) Islands

Colonel Anderson, staff

Col. Anderson reported that the Mid-Bay Island report is currently under review by the Office of Management and Budget (OMB). On Monday, May 10, 2010, a meeting was held with OMB to answer a series of questions regarding the Mid-Bay Island report. Once the District receives endorsement from OMB, the project can move forward toward authorization in the next Waterways Resources and Development Act (WRDA). Col. Anderson noted that the District has heard that

WRDA 2010 may be pushed off until 2011. Col. Anderson stated that the draft design agreement for the Mid-Bay Island project is currently under review by the MPA. The District would like to execute the design agreement during Fiscal Year (FY) 2011.

Mr. Hamons noted that OMB had asked numerous questions about the project, and questioned if the amount of questions is a good indication of their interest in the project. Col. Anderson explained that the OMB asked questions to further understand the assumptions of the project and to understand the placement schedule. Col. Anderson stated that OMB wanted to be comfortable with the details due to the high cost of the project.

Cox Creek

Colonel Anderson, staff

Col. Anderson reported that, with the closure of the Hart-Miller Island (HMI) facility, the Corps' base plan needs to be modified. The District has prepared a Limited Reevaluation Report, which is currently under Agency technical review. The companion piece to the report is a Memorandum of Agreement (MOA) for tipping fees. The MOA is currently at Headquarters for review. Col. Anderson stated that the District hopes to execute the reports to the assigning party later in 2010.

Chesapeake Bay Marshlands

Colonel Anderson, staff

Col. Anderson stated that the Chesapeake Bay Marshlands project is currently on hold. The Corps continues to look for a cost share partner for the project. The Corps is understanding of the fact that the MPA is unable to help due to the project not including a component pertaining to navigation.

Dr. Boesch stated that the issue was recently discussed at the Management Committee Meeting. Dr. Boesch noted that the project may have a broader interest for the State, more than just for the MPA. Dr. Boesch stated that he and Mr. Michael have agreed to discuss the project with the Secretaries from other State agencies. Mr. Michael noted that the Maryland Department of Natural Resources (DNR) will evaluate the project internally as a potential restoration activity. Blackwater is a sensitive area, and the DNR may be interested in participating in the restoration of the site. Col. Anderson stated that the District is committed to assisting the agencies in those deliberations in any way possible, and can provide information about lessons learned from similar projects.

4.0 Update on of Maryland DMMP

Mr. Frank Hamons

Mr. Hamons stated that a Public Hearing has been scheduled for June 10, 2010 for the reissuance of the Cox Creek DMCF discharge permit, and for issuance of a new discharge permit for the Masonville DMCF. Under the new permits, the current nutrient allocation for Cox Creek will be split in half, with half allocated for the Cox Creek DMCF, and half for the Masonville DMCF. The Masonville DMCF should be fully operational by next dredging season. Mr. Hamons reported that the Total Maximum Daily Load (TMDL) nutrient allocation is currently the biggest issue being evaluated by the MPA. Mr. Hamons stated that the permits will be issued for a 3-year duration, instead of the usual 5-year duration. During the three years, monitoring will be conducted to demonstrate that the facilities can operate under the proposed nutrient load allocations.

Mr. White asked why the permits will only be issued for a three-year period. Mr. Hamons explained that, in the past, the discharge permits only required monitoring for ammonia. The new TMDL allocations require monitoring for phosphorus and nitrogen. The monitoring will determine if the facilities can operate within the proposed nutrient allocations, or if the allocations will have to be reset after the three year period.

Mr. Summers stated that the monitoring would determine if the allocations need to be reset or if additional offsets or mitigation will have to be identified to account for that. Mr. Summers stated that the Maryland Department of the Environment (MDE) is under pressure to achieve the TMDL limits established by the Environmental Protection Agency (EPA). The MDE expects to receive the final TMDL allocations from the EPA by August 1, 2010. The MDE is then required to develop a watershed implementation plan by September 1, 2010 to show how the allocations will be achieved. The watershed implementation plan will undergo public review and comment. Mr. Summers noted that the EPA is under pressure from Presidential Executive Order to finalize the TMDLs by the end of 2010. At that point, the process will enter into Phase II which will include making revisions to the models used to set allocations, and additional adjustments to TMDLs. Mr. Summers stated that the MDE is currently operating under the existing TMDL that was established for the Baltimore Harbor several years ago. Depending upon the Bay-wide TMDL established by the EPA, the current allocations may or may not need to be modified.

Dr. Boesch stated that, as a practical matter, it would be beneficial to anticipate that the EPA requirements may significantly reduce nutrient loads. Mr. Summers agreed. Dr. Boesch stated that the dredged material from the Harbor must be placed in a DMCF, and there is no way to remove water from the site without the discharge water containing any nutrients. Dr. Boesch questioned if the MPA should be working with the MDE to focus on what offsets or mitigations may be necessary. Mr. Summers explained that if the allocation proves to be insufficient, some offsets or mitigations would be necessary. Mr. Hamons stated that the MPA is evaluating what offsets may need to be implemented, but no arrangements have been made to date.

Mr. Michael asked if the TMDL allocation from EPA will include a sediment allocation. Mr. Summers stated that the current TMDL for the Harbor does not include sediment allocations. However, the EPA is supposed to provide the MDE sediment allocations in August 2010. Mr. Summers noted that controls used to address phosphorus should address the sediment allocation as well. The MPA has total suspended solids (TSS) provisions in place in the current Cox Creek permit.

Mr. Hamons stated that the maintenance dredging operations in the Harbor takes sediments out of the Harbor channels and places the material into one of the DMCF sites. During dredging, some nutrients may be released, but more nutrients are retained than released, resulting in a net reduction of nutrients in the river systems. Mr. Hamons questioned the possibility of receiving a credit for the net reduction of nutrients in the river systems. Mr. Summers explained that the nitrogen and phosphorus concentrations that are causing a water quality violation in the Harbor are located in the water column. The nutrients within the dredged sediments are sequestered in the sediments, and not available to the water column. Mr. Summers noted that the purpose of the TMDLs for achieving water quality standards is an improvement in water quality. The models are based on the actual inputs from facilities such as Cox Creek and sewage treatment plants.

Dr. Boesch stated that dredging operations can make some nutrients in the sediments available in the water column. Ms. Donovan stated that winter dredging reduces the amount of nutrients released into the water column. Mr. Summers agreed, and noted that different technologies can be implemented to minimize nutrient release. Ms. Donovan stated that, when the dredged material is placed, the discharge of nutrients from the DMCF sites is mostly complete within weeks from the end of inflow. Dr. Boesch questioned if the TMDL allocations have seasonal variations. Mr. Summers stated that some TMDL allocations do have seasonal variations. Some issues have been raised in court regarding the definition of TMDL. Mr. Summers explained that the law states "total maximum daily load", but

some TMDLs are developed for annual loading limits. Ms. Donovan stated that the Cox Creek facility currently has seasonal limits for nutrient allocations.

Mr. Summers stated that the new TMDL allocations will be new territory for a number of people, including MDE, and he is committed to working with the MPA with any issues that may arise. Mr. White asked if treatment or mitigation, or a combination of both, would be used to reduce nutrient loads. Mr. Hamons stated that treatment of dredged material could be complicated, and offsets may be easier to implement.

Mr. Hamons stated that currently, Harbor dredged materials have to be placed at the Cox Creek or Masonville DMCF. Combined, those sites can handle 1 mcy annually. The long-term average dredging need for the Baltimore Harbor is 1.5 mcy. Mr. Hamons explained that, until a third option is brought online, the existing placement sites can only accept maintenance material. No material from new work dredging can be accommodated. Mr. Hamons stressed that, the longer it takes for another placement option to be implemented, the longer the ban will be in place. The third option currently under consideration is Sparrows Point.

Mr. Hamons noted that the expansion of the Panama Canal is expected to be complete in 2014. The MPA anticipates requests for new work dredging prior to 2014 for business that want to make modifications to accommodate larger ships that will most likely be using the Port of Baltimore. In addition, changes to access channels may be necessary. Mr. White stated that the MPA entered into a public private partnership for construction of a 50-foot berth; construction is anticipated to be complete in 2012.

Mr. White asked if modeling for the access channel has been done to determine if larger ships can access the Port of Baltimore. Mr. Hamons stated that formal models have not been completed. Preliminary designs and calculations indicate that the current 45-foot access channel can accommodate a 1,200-foot ship with a 60-foot beam. Mr. Hamons stated that a ship of that size could traverse the channel but it would be tight, and customers may have complaints.

Mr. Michael asked how much material would need to be removed from the access channel to accommodate the larger ships. Mr. Hamons stated that the necessary widening would require deep cuts, which could easily amount to millions of cubic yards of material. Mr. Hamons reiterated that there is currently no placement capacity for that material, unless necessary maintenance dredging was delayed. Mr. Michael questioned the annual capacity for the proposed Sparrows Point DMCF. Mr. Hamons stated that the proposed Sparrows Point DMCF could accept approximately 1 to 2 mcy of dredged material each year.

Col. Anderson asked for the placement site for the material being removed during construction of the 50-foot berth. Mr. White stated that approximately 200,000 cy of material will be placed at Cox Creek. Mr. Hamons noted that, if necessary, the Masonville site could be overloaded to fill the 60-foot deep hole created in the borrow area. At this time, the overloading of Masonville would have minimal negative effects.

Mr. Hamons stated that the MPA is currently developing a Risk Assessment for the Sparrows Point site, and the report is anticipated to be complete during the next 45 days. The Risk Assessment will identify any human health risks associated with the current conditions at the Coke Point site at Sparrows Point. Mr. Hamons reiterated that the Site Assessment for the site was previously completed,

and the Feasibility Study (FS) is underway. Mr. Hamons presented the project schedule including property negotiations (2010 – 2013); planning of community enhancements (2010 – 2013); partnering with the Corps including notice of intent (Fall 2010); completion of FS report (Spring 2011); wetland permit process (2010 – 2013); and National Environmental Policy Act (NEPA) process (2010 – 2013).

Mr. Hamons stated that maintenance dredged material from the Chesapeake Bay will continue to be placed at PI. The Baltimore Corps maintenance efforts for the current dredging season will be focused in the Virginia Channels. Mr. Hamons stressed the importance of moving forward with the PI expansion project to provide extra capacity. Mr. Hamons stated that, if the Pearce Creek site is not reactivated, the Philadelphia Corps may have to transport the material to PI for placement (at a much higher cost), and the PI site may have to be overloaded. Mr. DePasquale stated that transporting the dredged material from the C&D Canal approach channels to PI for placement would increase dredging costs by a factor of approximately 2.5.

Mr. Hamons reported that the change in cost sharing for the PI expansion would increase the State's cost by \$33 million. Mr. Hamons stated that a restoration project in California was also affected by the change in cost share percentages. The MPA is working with the State of California to see if the PI expansion project and the California restoration project can move forward at the existing 75%/25% cost share agreement with the Corps.

Mr. Appold asked for an update on the MPA negotiations with the owners of Sparrows Point regarding the proposed DMCF project. Mr. Hamons stated that the MPA has a meeting scheduled at Severstal to provide a presentation and to meet the new Severstal plant manager for the first time. Mr. Appold asked if Severstal, and previous property owners, are responsible for remediating the existing contamination at the site. Mr. Hamons stated that the current and previous owners are liable for the remediation of the site. However, Severstal's recent position is that, when the property was purchased out of bankruptcy court, the chain of liability was broken. Therefore, Severstal believes that they are not responsible for any contamination offsite, but may be willing to address onsite contamination. Mr. Hamons stated that he is unsure if that argument will be upheld in court. The MPA has no intention of relieving Severstal, or previous owners, from their liability to address the contamination.

Mr. Appold stated that remediation of the site could potentially affect neighboring communities, and questioned if the EPA will enter into a cost share relationship. Mr. Hamons stated that it may be possible for EPA to share in the remediation of the Sparrows Point site. Mr. Hamons stressed that the Sparrows Point DMCF project would only address contamination at the Coke Point portion of the site, not the entire Sparrows Point property. Mr. White noted that, in order for the Sparrows Point project to move forward, the current 5-mile law would have to be modified. The current law prohibits the construction of a DMCF within a 5-mile radius of the HMI site.

Mr. Michael asked if there are other alternatives under consideration, in the event that the Sparrows Point project does not move forward. Mr. Hamons stated that, at this point in time, the MPA has not identified the best backup alternative, but several options are being evaluated. Mr. Hamons stated that there is limited land available around the Harbor on which to construct a containment facility. Mr. Hamons noted that several potential innovative reuse options are currently being evaluated.

5.0 Report from the DMMP Management Committee

Dr. Don Boesch

Dr. Boesch reported that the Management Committee has continued to track all ongoing DMMP efforts. Significant progress has been made at the Masonville site including dike construction,

dewatering, cofferdam construction, and relocation of the water line. Dr. Boesch noted that a consent order was signed with MDE to complete upland remediation at the Masonville Site. Other landside activities include constructing intertidal wetland habitat, and providing public access for recreation and education. In addition, several offsite mitigation projects are ongoing (i.e., stream restoration, trash interceptors, improving passages for shad and herring).

Dr. Boesch stated that the DMMP committees have continued to recognize that innovative reuse will have to be a large part of the solution for placement of Harbor sediments. An innovative reuse study was completed, as well as a follow-on study by the Maryland Sea Grant Program. The follow-on study evaluated the contamination levels in Harbor sediments. The study determined that most material from the Harbor is suitable (with proper treatment and handling) for innovative reuse. Dr. Boesch stated that the MPA currently has three innovative reuse demonstration projects underway. The first project is being conducted by Schnabel Engineering at Cox Creek, and involves a process to mix various amounts of dredged material with slag fines from the Sparrows Point steel mill. The materials will be formed into embankments that could be used for highway and/or road-bed construction.

Dr. Boesch reported that second innovative reuse demonstration project involves the manufacture of lightweight aggregate from dredged material for commercial use. When evaluating the chemical and mechanical properties of the material, the project appears to be feasible. The challenge will be to determine if the project is cost effective when scaled-up to a large scale operation. Dr. Boesch noted that there are space constraints for laying out the material at the Cox Creek facility for dewatering; therefore, limiting the amount of material that can be annually used for an innovative reuse project. Dr. Boesch reported that the third option involves a property located in Virginia which will use dredge material to reclaim the land. The project will evaluate if the material is suitable for their use and cost effective to transport.

Dr. Boesch stated that there have been a growing and continuing number of visitors (students and community members) to DMMP sites including PI, HMI, and Cox Creek. Dr. Boesch stressed the importance of getting people of all ages involved to understand the issue of sustainability and how the dredged material is converted to beneficial uses. Dr. Boesch reported that the feedback has been excellent for the Masonville Environmental Education Center. Due to the success at the existing DMMP sites, community members (especially around Sparrows Point) will be paying close attention to see if the benefits that are promised will be implemented.

Mr. Hamons stated that the River Keeper recently visited the Masonville site. She enjoyed the project, and made a suggestion that there should be an area for swimming with beach access. Mr. Hamons stated that she pointed out that offering additional ways that people can use the site will result in the citizens being increasingly supportive of the project. Dep. Sec. Bartlett expressed support for the Masonville project and stated that the project is an incredible accomplishment. Mr. Michael stated that the MDE has funding through the project and installed a real-time continuous water quality monitoring station at Masonville Cove that is linked to the DNR Eyes on the Bay website.

Mr. DePasquale stated that the Philadelphia District recently heard a presentation from a company that developed a procedure that can take up to 20,000 cy of dredged material today, and can take the material directly to trucks, dry (optimum percent moisture). The process has been demonstrated at other sites such as San Jose Harbor. The material is put through a series of beds to dewater the material with a vacuum. The drying process is an added cost of approximately \$10 to \$20/cy. Mr. DePasquale stated that he will forward the contact information to Mr. Hamons.

6.0 Report from the CAC

Mr. Fran Taylor

Mr. Taylor stressed that the members of the CAC have continued outreach in their communities for the various DMMP projects. Citizens are involved in various committees including the CAC, Harbor Team, and Hart-Miller Island Citizens' Oversight Committee (HMICOC). Community members have also expressed interest in the Pearce Creek Project, with one Bay View Estates resident attending the past two CAC meetings. The citizen has also expressed interest in the overall DMMP process.

Mr. Taylor stated that citizens that live in close proximity to Sparrows Point are very watchful of the progress of a potential DMCF project at the site. Mr. Taylor stated that the Sparrows Point project has been very transparent. Mr. Taylor noted that the owner of Sparrows Point, Severstal, has reached out to community leaders for inclusion in an outreach meeting planned for June 17, 2010. Mr. Taylor stated that he was invited to participate on that committee as a representative of the CAC. Mr. Taylor noted that a subset of the Harbor Team recently met to establish a list of community amenities that will be requested as part of the Sparrows Point DMCF.

Mr. Taylor reported that the CAC recently submitted a letter of support to MDE regarding the reissuance of the Cox Creek discharge permit, and issuance of a new discharge permit for the Masonville DMCF. The CAC members are very support of the projects, and the overall environmental health of the Bay.

Mr. Taylor stated that the HMICOC has been discussing what their role will be in the development of the North Cell, as well as their involvement in the ultimate turnover of the facility to DNR. Mr. Taylor stated that the political leaders have expressed support for keeping the HMICOC involved in the project as the closure plans progress. The current legislation for HMI outlines two main responsibilities for the HMICOC which includes monitoring inflow of dredged material, as well as addressing citizen concerns related to the placement of material. Mr. Taylor stated that two HMICOC members recently met with Senator Stone to discuss the future role of the HMICOC. The consensus was that the HMICOC should continue to function in its current capacity to involve various citizens and community groups in the project. Mr. Taylor noted that the current legislation may have to be modified to address the continued role of the HMICOC. Mr. Taylor stated that the HMICOC was told that the decisions for the North Cell closure and budgeting are moving up levels in management in the Agencies involved. Mr. Taylor stressed the HMICOC would like to see the project move forward as planned, inclusive of the amenities developed by the community members. Mr. Michael stated that, on June 7, 2010, representatives from DNR will be touring the HMI site with the MPA and Maryland Environmental Service (MES) to evaluate the site and the HMICOC concerns. The DNR is committed to establishing a working agreement that will meet everyone's needs.

Mr. Taylor stated that the War of 1812 Celebration, including visits of Navy and other international tall ships, is scheduled for June 13 - 20, 2012. Another Celebration will be held in 2014. Mr. Taylor noted that the CAC has planned a tour of the PI site. The tour is scheduled for Thursday, June 10, 2010.

7.0 Closing Comments

Dep. Sec. Bartlett thanked everyone for their cooperation and participation. The next DMMP Executive Committee Meeting is scheduled for 2:00 p.m., Wednesday, December 2, 2010 at MDOT Headquarters. Dep. Sec. Bartlett wished everyone a safe and happy Memorial Day. After confirming that attendees had no further questions or comments, Dep. Sec. Bartlett adjourned the meeting.