

**APPENDIX G  
PUBLIC INVOLVEMENT AND COORDINATION**

**GENERAL REEVALUATION REPORT (GRR) AND  
SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT (SEIS)  
FOR THE  
POPLAR ISLAND ENVIRONMENTAL RESTORATION PROJECT  
CHESAPEAKE BAY, TALBOT COUNTY, MARYLAND**

The purpose of public participation and agency coordination in the NEPA process is to ensure the productive use of inputs from private citizens, public interest groups, and government agencies to improve the quality of the environmental decision-making as part of the project (Canter, 1996). All public involvement meeting dates and locations are listed in Table G-1. The public meetings were normally advertised in the following local newspapers [*The Baltimore Sun* (Baltimore), *The Capital* (Annapolis), the *Star Democrat* (Easton), the Maryland Watermen's Gazette (State of Maryland), and the *Record Observer* (Talbot County)], announced in the Poplar Island Newsletter, on the USACE website, and by fliers posted in the local area (Table G-2). At the public meetings, the USACE and MPA presented the study background, need, and proposed components; presented preliminary alignments under consideration for the lateral expansion; summarized the findings and successes of PIERP; presented the study schedule; and solicited public comments. At each public meeting, a question and answer session was conducted and comment cards were distributed to encourage attendees to express their opinions, make comments, or ask questions about the project in writing. All documents including agendas, meeting minutes, attendance sheets, a copy of the presentations for the public meetings, news articles, and public comments are included in this Appendix in chronological order and listed in Table G-3. Table G-4 presents a detailed table of all comments received from the public on the Draft GRR/SEIS that are included in this appendix.

**Table G-1. Poplar Island Expansion Public Involvement Meeting Dates and Locations**

Name of Meeting	Date	Location Of Meeting
DMMP Citizen's Advisory Committee (CAC) Meetings	Bimonthly	MPA
DMMP Bay Enhancement Working Group (BEWG) Meetings	Bimonthly	MPA, MES, USACE, and USFWS
DMMP Management Committee Meetings	Quarterly	MPA, USFWS, and at the Association of Maryland Pilots
Public Scoping Meeting	12 January 2004	Queen Anne's County Free Library - Kent Island Branch in Stevensville, MD

<b>Name of Meeting</b>	<b>Date</b>	<b>Location Of Meeting</b>
Public Scoping Meeting	15 January 2004	Tilghman Island Elementary School Cafeteria
Regional Watermen's Meeting	03 March 2004	Tilghman Island Elementary School Library
Coastal Conservation Association (CCA) Executive Board Meeting	26 April 2004	Annapolis, MD
Poplar Island Working Group Meeting	25 May 2004	Tilghman Island
Maryland Saltwater Sportfisherman's Association (MSSA) Executive Board Meeting	01 June 2004	Glen Burnie, MD
Maryland Saltwater Sportfisherman's Association (Carroll County Chapter)	15 June 2004	Carroll County, MD
Maryland Watermen's Association (MWA) Executive Board	16 August 2004	MWA, Annapolis, MD
Maryland Saltwater Sportfisherman's Association (Essex-Middle River Chapter)	17 August 2004	1909 Old Easton Avenue, Essex, MD
Public Update Meeting	06 October 2004	Tilghman Island Elementary School Cafeteria
Tilghman Island Day	16 October 2004	Tilghman Island, MD
Charter Boat Captain's Meeting	19 October 2004	Deale, MD – Skipper's Restaurant
Poplar Island Working Group Meeting	05 November 2004	MPA
Regional Watermen's Meeting	16 November 2004	Tilghman Island Elementary School Library
Talbot Economic Development Commission	07 April 2005 (am)	Talbot County Welcome Center
Cambridge Rotary Club	07 April 2005 (pm)	Cambridge Yacht Club
Dorchester County Council	12 April 2005	County office building, Cambridge
Dorchester Shore Erosion Committee	16 April 2005	Taylor's Island Fire Hall
Regional Watermen's Meeting	25 April 2005	Tilghman Island Elementary School Library
Talbot County Council	26 April 2005	Easton, MD
Public Meeting	19 July 2005	Talbot County Library – Easton, MD
Public Meeting	20 July 2005	Tilghman Island Elementary School Cafeteria

**Table G-2. Poplar Island Expansion Study Publication Dates for Public Meeting Announcements**

<b>Public Meeting</b>	<b>Newspaper Name</b>	<b>Type of Advertisement</b>	<b>Day of the Week</b>	<b>Date of Publication</b>
Notice for Public Scoping Meetings – 12, 15 January 2004	The Baltimore Sun	Legal Notice	Wednesday	10 December 2003
	The Capital	Legal Notice	Wednesday	10 December 2003
	The Star Democrat	Legal Notice	Wednesday	10 December 2003
	The Record Observer	Legal Notice	Friday	10 December 2003
Reminder for Public Scoping Meetings – 12, 15 January 2004	The Baltimore Sun	Legal Notice	Thursday	08 January 2004
	The Capital	Legal Notice	Wednesday	07 January 2004
	The Star Democrat	Display Ad	Wednesday	07 January 2004
	The Record Observer	Legal Notice	Friday	09 January 2004
Notice for Public Update Meeting – 6 October 2004	The Capital	Display Ad	Wednesday	15 September 2004
	The Star Democrat	Display Ad	Wednesday	15 September 2004
	The Record Observer	Display Ad	Friday	17 September 2004
	Maryland Watermen's Gazette	Display Ad	Wednesday	22 September 2004
Regional Watermen's Meeting – 16 November 2004	The Star Democrat	Display Ad	Wednesday	10 November 2004
	The Record Observer	Display Ad	Friday	12 November 2004
	Maryland Watermen's Gazette	Display Ad	Wednesday	15 November 2004
Notice for Public Meetings – 19, 20 July 2005	The Capital	Legal Notice	Wednesday	06 July 2005
	The Star Democrat	Legal Notice	Wednesday	06 July 2005
	The Star Democrat	Display Ad	Thursday	07 July 2005
	The Record Observer	Legal Notice	Friday	08 July 2005
	Maryland Watermen's Gazette	Legal Notice	Wednesday	13 July 2005

**Table G-3. Description of Appendix G Contents**

<b>Description of Material</b>	<b>Type of Material</b>	<b>Location of Meeting/Distribution</b>	<b>Date of Material</b>
Notice of Intent	Intent to Prepare a General Reevaluation Report and Supplemental Environmental Impact Statement	Federal Register, Volume 68, No. 108	05 June 2003
<b><i>Public Scoping Meeting Materials (January 2004)</i></b>			
Public Meeting Handout	Project Summary	Queen Anne's Library and Tilghman Island Elementary	12 January 2004 and 15 January 2004
Public Meeting Handout	Poplar Island Environmental Restoration Project Information Sheet	Queen Anne's Library and Tilghman Island Elementary	12 January 2004 and 15 January 2004
Public Meeting Handout	Frequently Asked Questions	Queen Anne's Library and Tilghman Island Elementary	12 January 2004 and 15 January 2004
Public Meeting Handout	Poplar Island Environmental Monitoring Information Sheet	Queen Anne's Library and Tilghman Island Elementary	12 January 2004 and 15 January 2004
Power Point Presentation	Public Scoping Meeting	Queen Anne's Library and Tilghman Island Elementary	12 January 2004 and 15 January 2004
Meeting Minutes	Public Scoping Meeting	Queen Anne's Library Meeting	12 January 2004
Registration, sign-in sheets	Public Scoping Meeting	Queen Anne's Library Meeting	12 January 2004
Meeting Minutes	Public Scoping Meeting	Tilghman Island Elementary Meeting	15 January 2004
Registration, sign-in sheets	Public Scoping Meeting	Tilghman Island Elementary Meeting	15 January 2004
<b><i>Public Update Meeting Materials (March 2004 through April 2005)</i></b>			
Meeting Minutes	Public Meeting	Maryland Saltwater Sportfisherman's Meeting	01 June 2004
Memorandum for Record	Public Meeting	Maryland Saltwater Sportfisherman's Meeting	15 June 2004
Public Meeting Handout	PIERP Fact Sheet	Talbot County Maryland	01 April 2004
Public Meeting Handout	Safe Passage: Dredging FAQ	Tilghman Island Elementary	01 April 2004



**Table G-3. (continued)**

<b>Description of Material</b>	<b>Type of Material</b>	<b>Location of Meeting/Distribution</b>	<b>Date of Material</b>
Public Meeting Brochure	Restoring Polar Island: A National Model for Beneficial Use of Dredged Material	Tilghman Island Elementary	01 April 2004
Meeting Agenda	Public Update Meeting	Tilghman Island Elementary School	06 October 2004
Power Point Presentation	Public Update Meeting	Tilghman Island Elementary	06 October 2004
USACE PIES Newsletter Handout	Poplar Island Expansion Study Newsletter	Vol 1, Issue 1	August 2003
Meeting Minutes	Public Update Meeting	Tilghman Island Elementary	06 October 2004
Registration, sign-in sheets	Public Update Meeting	Tilghman Elementary Meeting	06 October 2004
Meeting Minutes	Public Update Meeting	Tilghman Elementary Meeting	16 November 2004
Registration, sign-in sheets	Public Update Meeting	Tilghman Elementary Meeting	16 November 2004
Meeting Minutes	Mid-bay Public Outreach – Update Meeting	Talbot County Welcome Center	07 April 2005
Meeting Minutes	Mid-bay Public Outreach – Update Meeting	Cambridge Yacht Club	07 April 2005
Meeting Minutes	Mid-bay Public Outreach – Update Meeting	Dorchester County Office Building	12 April 2005
Meeting Notes	Dorchester County Shore Erosion Group – Update Meeting	Dorchester County	16 April 2005
Final Meeting Summary	PIES Public Waterman’s Meeting – Update Meeting	Tilghman Island Elementary	25 April 2005
Meeting Minutes	Mid-bay Public Outreach – Update Meeting	Talbot County Courthouse	26 April 2005
<b><i>Certificates of Publications for Scoping and Update Meetings (December 2003 through November 2004)</i></b>			
Certificate of Publications	Legal/Display Advertisements	The Capital, The Star Democrat, The Baltimore Sun, The Record Observer	12/10-12/03, 1/7-9/04, 9/15-17/04, 11/10-15/04

**Table G-3. (continued)**

<b>Description of Material</b>	<b>Type of Material</b>	<b>Location of Meeting/Distribution</b>	<b>Date of Material</b>
<b><i>Public Comments from Scoping and Update Meetings (December 2003 through December 2004)</i></b>			
Public Comments	Email, Letters, Phone Conversation Records as detailed in Appendix G	N/A	21 December 2004 through 03 December 2004
<b><i>Notice of Availability (June 2005)</i></b>			
Letter mailing	Notice of Availability of Draft GRR/SEIS	Notice of Availability	17 June 2005
USACE Press Release Notice of Availability	Notice of Availability of Draft General Reevaluation Report/Supplemental Environmental Impact Statement	Federal Register, Volume 70, No. 119	22 June 2005
<b><i>Public Meeting Materials (July 2005)</i></b>			
Notice for Public Meeting and Comment Period	USACE News Release	Posted on <a href="http://www.nab.usace.army.mil">www.nab.usace.army.mil</a>	06 July 2005
Power Point Presentation	Public Meeting	Talbot County Public Library and Tilghman Island Elementary School	19 July 2005 and 20 July 2005
Registration, sign-in sheets	Public Meeting	Talbot County Public Library	19 July 2005
Registration, sign-in sheets	Public Meeting	Tilghman Island Elementary School	20 July 2005
Public Meeting Handout	Project Summary	Talbot County Public Library and Tilghman Island Elementary	19 July 2005 and 20 July 2005
Public Meeting Handout	Fact Sheet	Talbot County Public Library and Tilghman Island Elementary	19 July 2005 and 20 July 2005
Public Meeting Handout	Frequently Asked Questions	Talbot County Public Library and Tilghman Island Elementary	19 July 2005 and 20 July 2005
Public Meeting Handout	Environmental Monitoring Information Sheet	Talbot County Public Library and Tilghman Island Elementary	19 July 2005 and 20 July 2005

**Table G-3. (continued)**

<b>Description of Material</b>	<b>Type of Material</b>	<b>Location of Meeting/Distribution</b>	<b>Date of Material</b>
Public Meeting Handout	Distances to Shorelines Figure	Talbot County Public Library and Tilghman Island Elementary	19 July 2005 and 20 July 2005
Public Meeting	Meeting Minutes	Talbot County Public Library	19 July 2005
Public Meeting	Meeting Minutes	Tilghman Island Elementary	20 July 2005
<b><i>Certificates of Publications for Public Meeting (July 2005)</i></b>			
Certificates of Publications	Record Observer, The Star Democrat	N/A	6 June 2005, 7 July 2005, 8 July 2005
<b><i>Public Comments on Draft GRR/SEIS</i></b>			
Public Comment Letters	Email, Letters, Phone Conversation Records as detailed in Appendix G	N/A	29 March 2005, 26 July 2005, 08 August 2005
<b><i>Poplar Island News Articles (September 2002 through August 2005)</i></b>			
News Article	CNN.com news article	<i>Tide turns as island rebuilt into Chesapeake Bay</i>	01 September 2002
News Article	The Star Democrat Article	<i>Watermen Question Plan to Expand Poplar Island</i> by Sarah Ensor	11 October 2004
Public News Article	<i>Chesapeake Life Magazine</i> Article	<i>Island Rising</i> by Bill Thompson and photographs by Robert Noonan	April 2005
Public News Article	<i>Bay Weekly</i> Article	<i>Rising from the Bay</i> by Helena Mann-Melnitchenko and Katherine Mann	Volume 13, Issue 32, August 11 - 17, 2005

**Table G-4. Public Responses to Draft GRR/SEIS Included in Appendix G.**

<b>Type of Coordination</b>	<b>Purpose of Correspondence</b>	<b>Association and/or Contact Person</b>	<b>Date of Correspondence</b>
Email Response	Concerns about expansion	<ul style="list-style-type: none"> <li>Private Citizen - B. Sachau</li> </ul>	26 June 2005
Letter Response	Importance of the expansion to the Port of Baltimore	<ul style="list-style-type: none"> <li>Senator Paul S. Sarbanes</li> </ul>	26 July 2005
Email Response	Letter of support for Poplar Island project	<ul style="list-style-type: none"> <li>Delegate Addie Eckardt</li> </ul>	2 August 2005
Email Response	Comments on issues revolving around Jefferson Island	<ul style="list-style-type: none"> <li>Jefferson Island Group – Timothy R. Henderson</li> </ul>	8 August 2005
Letter Response	Needed attention to the needs of commercial watermen in the Poplar area	<ul style="list-style-type: none"> <li>Maryland Watermen’s Association – Larry Simms</li> </ul>	8 August 2005
Letter Response	Comments on recreational fisheries	<ul style="list-style-type: none"> <li>Coastal Conservation Association Maryland</li> </ul>	8 August 2005

long-term programmatic plan for maintaining the congressionally-authorized channel within the Walla Walla District.

The Environmental Protection Agency (EPA), Region 10, was a cooperating agency for the DMMP/EIS, and will also be a cooperating agency for this SEIS. The Corps will work with EPA during development of the SEIS to consider and incorporate, as appropriate, the policies and procedures currently evolving for the Northwest Regional Dredging Team (RDT), as referred to in the April 26, 2002, policy letter jointly signed by Brigadier General David A. Fastabend, Corps of Engineers, Northwestern Division Commander, and L. John Iani, EPA Region 10 Administrator.

**DATES:** Submit comments by July 7, 2003.

**FOR FURTHER INFORMATION CONTACT:** Mr. Jack Sands, Project Manager, Walla Walla District, Corps of Engineers, CENWW-PM-PPM, 201 North Third Avenue, Walla Walla, WA 99362, phone (509) 527-7287, or Ms. Sandra Simmons, NEPA Coordinator, Walla Walla District, Corps of Engineers, CENWW-PD-EC, 201 North Third Avenue, Walla Walla, WA 99362, phone (509) 527-7265.

**SUPPLEMENTARY INFORMATION:** The DMMP/EIS defined the programmatic approach the Corps planned to follow for the next 20 years for maintaining the congressionally authorized navigation channel by managing sediment deposition, dredging, and disposing of dredged material removed from those reaches of the Columbia, Snake, and Clearwater Rivers that make up that portion of the Columbia/Snake Rivers Inland Navigation Waterway within the Walla Walla District boundaries. The DMMP/EIS also addressed the need to provide flow conveyance at the confluence of the Snake and Clearwater Rivers at Lewiston, Idaho, as dredging has been used to maintain adequate flow conveyance in this area. The DMMP/EIS considered four alternatives: (1) No Action (No Change), Maintenance Dredging With In-Water Disposal; (2) Maintenance Dredging With In-Water Disposal to Create Fish Habitat and a 3-Foot Levee Raise; (3) Maintenance Dredging With Upland Disposal and a 3-Foot Levee Raise; and (4) Maintenance Dredging With Beneficial Use of Dredged Material and a 3-Foot Levee Raise.

The DMMP/EIS and September 2002 Record of Decision (ROD) were challenged in court and have not been implemented. Information regarding the case, which was filed in the U.S. District

Court for the Western District of Washington, can be viewed on the Walla Walla District Web site at [http://www.nww.usace.army.mil/dmmp/hot\\_topics\\_dmmp.htm](http://www.nww.usace.army.mil/dmmp/hot_topics_dmmp.htm).

In response to the court challenge, the Corps decided to withdraw the ROD for the Final DMMP/EIS and prepare an SEIS. The SEIS will reorganize and clarify information already included in the DMMP/EIS, expand the discussions and evaluations of measures considered in the DMMP/EIS, incorporate new information and data collected subsequent to the issuance of the DMMP/EIS, and modify alternatives, as needed, including the preferred alternative. Additional measures and alternatives identified during the evaluation will also be considered. The SEIS will address measures, alternatives, and impacts on a programmatic level, but will not address site-specific actions. However, the SEIS will present the coordination and environmental review steps the Corps will take with regard to subsequent site-specific actions. The SEIS will also continue to include input from a local, interagency sediment management group formed under the Northwest RDT. After public review of the final SEIS, the Corps intends to sign a new ROD for the programmatic plan.

As per 40 CFR 1502.20 and 1508.28 of the Council on Environmental Quality Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act (NEPA), the Corps intends to use a tiered approach for addressing site-specific activities performed subsequent to the SEIS and ROD. For each activity, the Corps plans to prepare the compliance documentation necessary to tier off of the programmatic plan.

The site-specific documentation will address details of the proposed activity and the impacts of that activity.

As per 40 CFR section 1502.9(c)(4) of the Council on Environmental Quality Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act, the Corps does not plan to conduct scoping for this SEIS. However, affected Federal, state, and local agencies; Indian tribes; and other interested organizations and parties are invited to provide input to the Corps on the scope of this SEIS. To ensure consideration, input on the scope should be provided to the Corps by comment date (See **DATES**). Additional opportunities for public input on the SEIS will be provided during the normal review periods for the draft and final SEIS.

The draft SEIS is currently scheduled to be available for public review in late

2003. The final SEIS is currently scheduled to be available for public review in early 2004.

Edward Kertis, Jr.,

LTC, EN, Commanding.

[FR Doc. 03-14157 Filed 6-4-03; 8:45 am]

BILLING CODE 3710-GC-M

## DEPARTMENT OF DEFENSE

### Department of the Army; Corps of Engineers

#### Intent To Prepare a General Reevaluation Report and Draft Supplemental Environmental Impact Statement for the Poplar Island Environmental Restoration Project, Talbot County, MD

**AGENCY:** Department of the Army, U.S. Army Corps of Engineers, DOD.

**ACTION:** Notice of intent.

**SUMMARY:** In accordance with the National Environmental Policy Act (NEPA), the Baltimore District, U.S. Army Corps of Engineers (Corps) is initiating a General Reevaluation Report (GRR) and Draft Supplemental Environmental Impact Statement (DSEIS) to evaluate the potential for additional expansion of the Poplar Island Environmental Restoration Project (PIERP), located in the Chesapeake Bay in Talbot County, Maryland. A DSEIS will be integrated into the GRR to document existing conditions, proposed project actions, and potential project effects and products. The Maryland Department of Transportation (MDOT), under the auspices of the Maryland Port Administration (MPA), is the non-Federal sponsor for this GRR and DSEIS.

#### FOR FURTHER INFORMATION CONTACT:

Questions about the proposed action and DSEIS can be addressed to Ms. Gwen Meyer, Study Team Leader, Baltimore District, U.S. Army Corps of Engineers, ATTN: CENAB-PL-P, P.O. Box 1715, Baltimore, MD 21203-1715, telephone (410) 962-9502. E-mail address:

[gwendolyn.c.meyer@usace.army.mil](mailto:gwendolyn.c.meyer@usace.army.mil).

#### SUPPLEMENTARY INFORMATION:

1. This GRR is being conducted under the existing PIERP authorization, section 537 of the Water Resources Development Act of 1996 (WRDA96). Certain proposed project modifications may be able to be implemented without further Congressional authorization, subject to section 902 of the Water Resources Development Act of 1986 (WRDA86), which limits cost increases in authorized projects to 20 percent.

Other proposed project modifications may require Congressional authorization.

2. The group of islands known as Poplar Island are located in Talbot County, Maryland, in the upper-middle portion of the Chesapeake Bay, 34 nautical miles south-southeast of Baltimore Harbor, and one mile northwest of Tilghman Island. Poplar Island has been identified by the U.S. fish and Wildlife Service (USFWS), the Maryland Department of Natural Resources, National Marine Fisheries Service, and other resource agencies as a valuable nesting and nursery area for many species of wildlife, including bald eagles, osprey, heron, egrets, and least terns.

The PIERP was developed through cooperative efforts of the Corps, MPA, and many other Federal, State and local agencies, public and private organizations, and the general public. The PIERP reconstructed the island to its approximately 1847 footprint. The Maryland Environmental Service (MES) completed environmental and technical reconnaissance-level studies at Poplar Island. The PIERP was studied by the Corps under the authority of section 204 of WRDA 1992. Section 204 provides authority for the Corps to implement projects for the protection, restoration, and creation of aquatic and ecologically related habitats, including wetlands, in connection with the construction, operation, or maintenance of an authorized Federal navigation project. A feasibility report and Environmental Impact Statement (EIS) were completed in February 1996. The feasibility report was approved by the Assistant Secretary of the Army for Civil Works on September 4, 1996. The environmental restoration project, through the beneficial use of dredged material, was approved for construction under section 537 of WRDA96. See section 3, paragraph D, below for sources of this dredged material.

The PIERP containment dikes were constructed in three stages. Phase I included construction of the northern 640 acres contained by sand dikes, construction of rock reefs at the northern end of the project, construction of a rock breakwater between Poplar Island and Coaches Island and construction of geotextile tube breakwaters along the southwest side of Coaches Island as protection until Phase II. Phase I was completed in March 2000. Phase II included dike construction to contain the southern 500 acres and was completed in February 2002. Phase III construction raised the dikes in Cell No. 2, the northern upland cell, from an initial elevation of 10 feet

mean lower low water (MLLW), to an elevation of 20 feet MLLW. Raising of the dikes in Cell Nos. 2 and 6 to the authorized elevation of 23 feet will be accomplished in future phases. To date, approximately 8 million cubic yards (mcy) of dredged material has been placed at Poplar Island in the Phase I area.

The current project design includes development of half of the land area as wetlands (570 acres) with the remaining portion as upland habitat (570 acres). Of the wetlands, 80 percent are being developed as low marsh and 20 percent as high marsh (456 acres low marsh, 114 acres high marsh). Small upland islands, ponds, and dendritic guts or channels will be created to increase habitat diversity within the marsh areas. It is expected that habitat diversity will be increased in the upland areas by the construction of small ponds and providing for areas of native forest, open shrub and native grasses.

The original project at Poplar Island was envisioned for construction during a 24-year period through the placement of up to 2 mcy of dredged material per year. The actual dredged material placement at Poplar Island has increased beyond planned levels due to the continued need to improve and to maintain the Chesapeake Bay approach channels to the Port of Baltimore and the restrictions of other placement options.

The proposed PIERP expansion would increase the dredged material capacity of the island and add further environmental and possibly recreational features at the facility.

3. The GRR is a decision document that will comply with NEPA through supplemental documentation to the existing Poplar Island EIS. An integrated Supplemental Environmental Impact Statement (SEIS) addressing raising the dikes above the authorized height of 23 feet and the proposed footprint expansion alternatives will be prepared. If during the study period it is determined that an EIS is not needed to comply with NEPA, an Environmental Assessment (EA) would be prepared instead. The Corps, Baltimore District proposes that the Poplar Island Expansion general reevaluation study further investigate and fully evaluate solutions to expand the placement capacity at Poplar Island by dike raising in the upland cells of the island and/or expanding the footprint with additional enhancements. The report will therefore consider the following:

a. *Dike Raising*—The study will evaluate raising the upland cell dikes (Cell Nos. 2 and 6) above the authorized height of 23 feet MLLW) at Poplar Island

to an unspecified elevation to be determined during the study. This modification is not expected to change the beneficial use of the project. This alternative may increase placement capacity by 10 to 20 million cubic yards or more depending on the final elevation.

b. *Expansion of the Existing Footprint*—Expanding the footprint of the island to increase the placement capacity of the island as well as adding additional environmental benefits to the project will be studied. Proposed alignments will consider potential expansion along the northeastern side of the island and southern side of the island. All alignments would increase dredged material capacity and add environmental habitat. The northeastern alignment would also provide increased protection to Poplar Harbor and Jefferson Island.

The Talbot County government requested that Poplar Island expansion investigations include recreation and education opportunities at the island. Features of this type may include, but are not limited to recreational beach creation, hiking trails, educational facilities, bird watching, camping, and other passive recreation. The study will determine whether such features could be incorporated into the design of the island without compromising the restoration goals and intent of the project. Issues to be addressed include transportation to and from the island (and the impacts thereof) and providing facilities that allow for minimal human impact to environmentally sensitive areas. These issues will be coordinated extensively with interested agencies.

c. *Environmental Enhancements—Poplar Harbor*—To the east of the Poplar Island project is Poplar Island. This area is protected from the wave energy of the open Chesapeake Bay by the project to the west, Coaches Island to the south, and Jefferson Island to the north. One of the goals of the project is to facilitate the return of submerged aquatic vegetation (SAV) within the harbor by protecting the harbor and providing quiescent shallow water habitat. Efforts should be made to maximize this restoration potential through further protection of the northern side of the harbor. Expansion of the footprint could be designed to accomplish this goal, but if that is not considered feasible, other structural means (breakwaters, jetty, etc.) should be considered.

*Jefferson Island*—Jefferson Island was one of the remaining remnants of Poplar Island that existed prior to the restoration project. The project does not incorporate Jefferson Island into the

footprint. Jefferson Island is toward the northern end of Poplar Harbor and acts as a barrier to protect the harbor from waves and currents from the north. Restoration of Poplar Island does not protect the east side of Jefferson Island from continued erosion. The continued erosion of the island not only threatens to remove important protection of the harbor, but it also adds sediment to the water column that could hinder the recolonization of SAV in the harbor. For these reasons, protection of Jefferson Island may be warranted and should be considered in the GRR.

**Terrapin habitat**—The diamondback terrapin is an important species in the Chesapeake ecosystem. It requires remote, sandy beaches to lay eggs. Such habitat is becoming increasingly scarce in the Chesapeake Bay due to human development and activities, sea-level rise and erosion. In the spring and summer of 2002, dozens of terrapins nested on the dikes at Poplar Island resulting in the tagging and release of over 500 hatched terrapins back into the Bay. This experience has proven that the island is well situated and isolated enough for terrapin habitat. As part of the GRR study, new features will be considered at the island to enhance terrapin habitat, such as creation of non-recreational sandy beaches.

**d. Acceptance of Dredged Material from other Channels at Poplar Island**—The original Poplar Island project is limited to accepting only material from certain outer Bay channel reaches (the Craighill Entrance Channel, Craighill Channel, Craighill Angle, Craighill Upper Range, Cutoff Angle, Brewerton Channel Eastern Extension, Tolchester Channel, and Swan Point Channel). Dredged material from the channels north of the Tolchester Channel (the southern approach channels to the Chesapeake and Delaware Canal) is currently placed at the Pooles Island open water placement site. State of Maryland law requires this site to close by 2010, thereby leaving those channels with insufficient capacity until a new facility is developed. Also to be considered is the acceptability of material from State and local dredging projects for placement at Poplar Island. It is unlikely that the quantities of material that may be generated from such projects would have much impact in the overall operation and capacity of the island. This GRR will investigate sediment quality and environmental considerations before recommending that the material from these channels be accepted at Poplar Island. While the established criteria of determining dredged material acceptability at Poplar Island will not change, a modification to

include fill material from additional channels may require additional authorization and will require an amendment to the existing Project Cooperation Agreement with the non-Federal sponsor.

4. The decision to implement these actions will be based on an evaluation of the probable impact of the proposed activities on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit, which reasonably may be expected to accrue from the proposal, will be balanced against its reasonably foreseeable costs. The Baltimore District is preparing a DSEIS, which will describe the impacts of the proposed projects on environmental and cultural resources in the study area and on the overall public interest. The DSEIS will be prepared in accordance with NEPA and will document all factors which may be relevant to the proposal, including the cumulative effects thereof. Among these factors are habitat restoration, channel and erosion control, improvements to water quality, storm water management, conservation, economics, energy needs, general environmental concerns, fish and wildlife values, wetlands, historic and cultural values, navigation, shoreline erosion and accretion, flood hazards, flood plain values, land use, recreation, safety, food production, and, in general, the needs and welfare of the people. The work will not be accomplished unless it is found to be in the public interest. If applicable, the DSEIS will also apply guidelines issued by the Environmental Protection Agency, under the authority of section 404(b)(1) of the Clean Water Act of 1977 (Pub. L. 95–217).

5. Public involvement activities for the study will include workshops, meetings, and other coordination with interested private individuals and organizations, as well as with concerned Federal, state, and local agencies, the Poplar Island Working Group, and the State's Dredged Material Management Plan Citizen's Advisory Group. Coordination letters and newsletters have been sent to appropriate agencies, organizations, and individuals on an extensive mailing list. Additional public information will be provided through print media, mailings, radio and television announcements.

6. In addition to the Corps, Talbot County, and the MPA, other participants that will be involved in the study and DSEIS process include the following: U.S. Environmental Protection Agency; USFWS; National Marine Fisheries Service; U.S. Forest Service; U.S. Geological Survey; Natural Resource

Conservation Service and the Maryland Departments of Natural Resources and the Environment. The Baltimore District invites potentially affected Federal, state, and local agencies, and other organizations and entities to participate in this study.

7. The Poplar Island GRR and integrated DSEIS are tentatively scheduled for public review in November 2004.

**Luz D. Ortiz,**

*Army Federal Register Liaison Officer.*

[FR Doc. 03–14158 Filed 6–4–03; 8:45 am]

**BILLING CODE 3710–41–M**

## DEPARTMENT OF ENERGY

### National Energy Technology Laboratory; Notice of Availability of a Financial Assistance Solicitation

**AGENCY:** National Energy Technology Laboratory, Department of Energy (DOE).

**ACTION:** Notice of Availability of a Financial Assistance Solicitation.

**SUMMARY:** Notice is hereby given of the intent to issue Financial Assistance Solicitation No. DE–PS26–03NT41777 entitled “Novel Approaches to the Management of Greenhouse Gases from Fossil Fuel Energy Systems.” The objective of this solicitation is to solicit applications for grants for research projects directed at novel approaches to the management of GHG emissions from fossil-fuel energy systems. Specifically, the solicitation will provide for the development of cost-effective solutions to the GHG emissions problem from fossil-fuel electric utilities.

**DATES:** The solicitation will be available on the “Industry Interactive Procurement System” (IIPS) Web page located at <http://e-center.doe.gov> on or about May 22, 2003. Applicants can obtain access to the solicitation from the address above or through DOE/NETL's Web site at <http://www.netl.doe.gov/business>.

**FOR FURTHER INFORMATION CONTACT:**

Angela Delmastro, MS 921–107, U.S. Department of Energy, National Energy Technology Laboratory, 626 Cochran's Mill Road, Pittsburgh PA 15236, E-mail Address:

[Angela.Delmastro@NETL.DOE.GOV](mailto:Angela.Delmastro@NETL.DOE.GOV), Telephone Number: 412–386–5038.

**SUPPLEMENTARY INFORMATION:** It is anticipated that there will be 5–15 awards resulting from this solicitation.

It is estimated that \$4.5 million (\$1.5–\$2.0 million FY04) will be available for award under this solicitation, subject to the availability of funds. The number of

**Public Scoping Meeting Materials (January 2004)**





**US Army Corps  
of Engineers**  
Baltimore District

# Project Summary

## **Poplar Island Expansion Study Public Scoping Meeting Information Sheet**

### **Public Scoping Meeting Agenda**

7:00 PM	Displays
8:00 PM	Welcome and Introductions
8:05 PM	Presentation – Gwen Meyer, Nat Brown, and Mark Mendelsohn
8:30 PM	Public Comments – facilitated by Gwen Meyer

### **Purpose of the Public Scoping Meeting**

Welcome to the Public Scoping Meeting for the Poplar Island Expansion Study (PIES). The purpose of today's meeting is to solicit input to the study from any and all interested parties. The input gathered at this meeting will be used to scope or to define the Expansion Study and begin to establish the goals, objectives, and issues to be considered in the Supplemental Environmental Impact Statement (SEIS). The agenda for today's meeting includes a discussion period. We welcome your ideas and suggestions and hope that this meeting will produce a list of comments and concerns that can be incorporated into the study.

This meeting is part of an ongoing public involvement process that will continue throughout the study. Members of the study team are available to answer questions before and after today's meeting. You are invited to submit comments or ask questions at this meeting or by calling Gwen Meyer at (410) 962-9502. Comments may also be faxed at (410) 962-4698, or sent by regular mail, or by electronic mail to the following addresses:

U.S. Army Corps of Engineers, Baltimore District  
Poplar Island Expansion Study  
ATTN: CENAB-PL-P (G. Meyer)  
P.O. Box 1715  
Baltimore, Maryland 21203-1715

[gwendolyn.c.meyer@usace.army.mil](mailto:gwendolyn.c.meyer@usace.army.mil)

Please submit all comments by February 27, 2004 to ensure that comments are incorporated into the public record.

## Poplar Island Expansion Study

The Poplar Island Environmental Restoration Project (PIERP) is an environmental restoration project currently under construction that is restoring 1,140 acres of island habitat, half uplands and half wetlands, using dredged material from Federal navigation channels in the upper Chesapeake Bay. The goal of the Poplar Island Expansion Study (PIES) is to restore additional habitat by constructing a lateral expansion of the existing island footprints and/or increase the dredged material capacity of the island by raising the final design height of the existing dikes within the upland cells. Also to be considered with the expansion are environmental enhancements on Poplar Island and within Poplar Harbor, increased recreational and educational opportunities, and potential acceptance of dredged material from additional channels. Material from Baltimore Harbor will not be considered for placement at Poplar Island in accordance with the PIERP Environmental Impact Statement (EIS). Dredging for a new access channel and placement of breakwater(s) will also be considered in the investigation of these alternatives.

A General Reevaluation Report (GRR) is being conducted under the existing PIERP authorization, Section 537 of the Water Resources Development Act (WRDA) of 1996, which authorizes using material dredged from the Chesapeake Bay approach channels to the Port of Baltimore to restore Poplar Island to its approximate 1847 footprint. The GRR is a decision document that will be used to determine the Federal interest in modifying the PIERP. A Supplemental Environmental Impact Statement (SEIS) that addresses the potential raising of the upland dikes above the authorized height of 23 feet and expansion of the island footprint is being prepared to comply with the National Environmental Policy Act (NEPA) of 1969.

## Poplar Island Expansion Study Schedule

Notice of Intent	June 2003
Public Scoping Meetings	January 2004
<b>Public Comments to the Study Team</b>	<b>February 27, 2004</b>
Alternative Plan Development	May 2004
Evaluate Alternatives	October 2004
Release Draft GRR/SEIS for Public Comment	October 2005
Public Information Meetings	November 2005
Public Comment Period Ends	December 2005
Prepare Final GRR/SEIS	January 2006
Complete Study - Record of Decision	February 2006



**US Army Corps  
of Engineers**  
Baltimore District

# **Poplar Island Environmental Restoration Project**

## **Poplar Island Expansion Study Public Scoping Meeting Information Sheet**

### **Poplar Island Environmental Restoration Project (PIERP)**

- Poplar Island is located in upper Middle Chesapeake Bay, about 34 miles south of Baltimore near Talbot County, Maryland.
- In 1994, an interagency group studied the feasibility of using the remnants of this once 1100-acre island as a beneficial use project for dredged material from the navigation channels leading to the Port of Baltimore.
- By inception of project construction, island had eroded to less than ten acres.

### **Rebuilding the Island**

- Following necessary environmental studies, the rebuilding of Poplar Island began, with the goal to place dredge material and create approximately 1140 acres of wetland and upland habitat.
- About 35,000 feet of containment dikes were built around the perimeter of the remnant islands to create the footprint of the restored island.
- Clean dredged material is pumped into the facility and allowed to dewater.
- Maximum placement capacity is ~ 33 million cubic yards over a sixteen year life of the project.

### **Wildlife and Waterfowl Usage**

- In Spring 2001 the first dredged material was placed on the island. Quickly, ospreys, egrets, terns, herons, eagles and other wildfowl returned to utilize the newly restored island habitat.
- As the wetlands mature, they will serve as a natural filter to improve water quality and as valuable habitat for birds, crabs, fish and shellfish.
- Poplar Island provides important contribution to the restoration goals set for the Chesapeake Bay.

## **Poplar Island's Future**

- Poplar Island is a national model for habitat restoration and the beneficial use of dredged material.
- The island will continue to be closely monitored to ensure compliance with existing water quality standards as well as success in restoration of Chesapeake Bay remote island habitat.
- Upon completion of the project, the State of Maryland will assume the long-term stewardship of Poplar Island.

## **Frequently Asked Questions: PIERP Expansion SEIS**

### **Why do you need to expand Poplar Island?**

The Corps' and State of Maryland's Dredged Material Management Plans (DMMP) have identified a placement capacity shortfall that will begin in approximately 2009. Corps' guidance requires that expansion of existing sites be considered first before new sites are proposed. The State legislature has directed the Maryland Port Administration (MPA) to evaluate expansion alternatives for Poplar Island. The expansion of Poplar Island is considered by many stakeholders as being the most viable and timely alternative available to avoid the projected shortfall for maintenance dredging of the upper Chesapeake Bay approach channels to the Port of Baltimore. The Expansion Study will investigate alternatives for modifications to increase habitat and expand the dredged material placement capacity.

### **How long will the construction for the Expansion take?**

If a decision is made to move forward, the duration of construction will vary and be dependent upon the size and capacity of the selected alignment/alternative. The construction for the expansion could be conducted in one phase or in multiple phases, depending upon the size and capacity of the selected alignment/alternative.

### **When will the expansion study be completed and how much will it cost?**

The study will be complete in 2006 and will cost approximately \$3M.

### **Is this the last time that Poplar Island will be expanded horizontally/vertically?**

If a decision is made to move forward, the Corps and MPA anticipate that this would be the last expansion. However, because Corps guidance requires that expansion of existing sites be considered before new sites are proposed, it is possible that expansion could be reconsidered/reevaluated in the future.

### **How much will the expansion cost?**

The existing project cost for 1140 acres (50 percent uplands and 50 percent wetland habitat) is approximately \$400 million. At this point in time, it is too early in the expansion study process to determine how much the expansion will cost. If a decision is made to move forward, the cost will vary depending upon the selected alignment/alternative.

### **What will the expansion look like?**

The expansion study will include an evaluation of lateral expansion that includes both wetland and upland components and vertical expansion (dike raising). The components of the lateral expansion will be comparable to and will look visibly the same as the wetland and upland cells that have already been constructed at Poplar Island. The aesthetics/viewshed of the vertical expansion will be evaluated as part of the SEIS. If the decision is made to move forward, the Corps and MPA will apply lessons learned from the studies at the existing island, to improve the habitat design for the expansion components.

### **What recreational/educational opportunities will be available at the island?**

The expansion study will consider recreational/educational opportunities at the island. However, at this time we cannot identify which or if any of the recreational/educational components considered in the study will be implemented. Educational tours are currently available at the island, and these tours will continue. What additional recreational/educational opportunities would you like considered? It is important to note that Corps' guidance specifies that recreational components may not adversely impact the ecosystem purpose (i.e., remote island habitat).

### **What type of dredged material will be accepted at the site?**

Dredged material accepted at Poplar Island will continue to originate from the upper Chesapeake Bay federal navigation channels. In addition, dredged material from channels north of the Tolchester Channel (the southern approach channels to the C&D canal) and from other federal, state, and local channels will be considered for placement at Poplar Island as part of the expansion study. Sediment quality and environmental considerations will be evaluated before recommending that these materials are acceptable for placement and subsequent habitat development at Poplar Island.

**Will contaminated dredged material be accepted?**

No. Dredged material considered for future placement at Poplar Island will be consistent with material currently being placed, and material will be tested prior to dredging and placement to ensure that the sediment quality is comparable. Material from Baltimore Harbor within the Patapsco River will not be considered for placement at Poplar Island in accordance with the Poplar Island Environmental Restoration Project Integrated Feasibility Study and Environmental Impact Statement (EIS).

**What will be done to ensure that the existing water quality in the area will not be adversely impacted?**

During construction, monitoring of water quality will be conducted to ensure compliance with State of Maryland water quality standards. In addition, a comprehensive exterior monitoring program is currently in place that evaluates water quality for nutrients, metals, and organic contaminants (such as pesticides and PCBs). The monitoring data is evaluated, reviewed, and submitted to Maryland Department of the Environment (MDE) to document water quality conditions adjacent to the site and at nearby reference sites. To date, no adverse changes to water quality have been identified as a result of facility operations. The purpose to the monitoring is to identify changes (if any) in the exterior environment and modify the facility operations (if necessary) to ensure that no adverse changes to water quality occur.

**Will there be hunting opportunities at the island?**

No. Hunting is not consistent with the project objective of creating remote island habitat.

**Will there be a marina (boat docking) available at the island?**

No. A public marina or boat docking area would not be consistent with the project objectives (restoration of remote island habitat).

**How can we obtain access to the island?**

Guided tours of the island can be arranged through Maryland Environmental Service (MES). Contact Chrissy Albanese (Poplar Island Tour Coordinator) at 410-770-6503. Otherwise, access is restricted to be consistent with the objective of creating remote island habitat.

**How far will the island be expanded (north/south) and will it affect access to Knapps Narrows?**

If the decision is made to move forward, the limits of lateral expansion will be dependent upon the selected alignment/alternative. The expansion study will evaluate a variety of lateral expansion options, including expansion to the north/northeast, west, and south. At this point in time, none of the example alignments extend far enough to the south to impact access to Knapps Narrows. However, potential effects to Knapps Narrows will be considered in the impact assessment for each alignment that is carried forward and evaluated in the expansion study.

**I fish/crab/clam within the expansion area. Where can I move my gear? Will additional harvest areas be opened?**

The Corps and MPA will be coordinating with DNR and other resource agencies to assess the commercial fishing activity in the area. They are also willing to meet with local groups and representatives to attain additional information regarding existing commercial use within the potential expansion areas. The State (Department of Natural Resources) would be responsible for assessing the opening of additional harvest areas.

**How will the lateral/vertical expansion of the island impact the view from (my home) Tilghman Island?**

Viewshed analysis will be included as part of the impact assessment in the Supplemental EIS. It is not likely that raising of the dikes from 23 ft to a maximum of approximately 40 ft would change the view from the shoreline (because of the 2-mile distance between Poplar and the mainland).

**What does “clean” mean?**

The terminology “clean” refers to dredged material that is of sufficient quality to support aquatic life and biological resources, is suitable for restoration initiatives, and does not pose a threat to human health or the ecological environment. “Clean” does not mean that the dredged material does not contain trace or low levels of anthropogenic (man-made) constituents or metals that are found naturally within the environment. Dredged material proposed for maintenance dredging from the federal navigation channels for the Port of Baltimore is tested prior to dredging to characterize the material and determine its “quality”. The results of the testing program are compared to Sediment

Quality Guidelines (SQGs) that have been established using studies that evaluate the effects of metals and organic constituents on aquatic life.

**Where has the dredged material come from?**

The dredged material currently being placed at Poplar Island originates from maintenance dredging of the upper Chesapeake Bay approach channels to the Port of Baltimore. These channels include: Tolchester Channel, Swan Point Channel, Brewerton Eastern Extension, Craighill Entrance, Craighill Channel, Craighill Upper Range, and the Cutoff Angle. Material from Baltimore Harbor within the Patapsco River IS NOT placed at Poplar Island in accordance with the Poplar Island Environmental Restoration Project Environmental Impact Statement (EIS). If the project should move forward, the material for the expansion will continue to originate from these channels. In addition, dredged material from channels north of the Tolchester Channel (the southern approach channels to the C&D canal) and from other federal, state, and local channels will be considered for placement at Poplar Island as part of the expansion study. Sediment quality and environmental considerations will be evaluated before recommending that these materials are acceptable for placement and subsequent habitat development at Poplar Island.

**How many people are/ were employed?**

During the initial peak construction at Poplar Island, approximately 100-150 people were employed. Currently, approximately 20 full-time personnel are employed at the island. If the expansion should move forward, there will be additional job opportunities for local residents during both construction and operations phases. The Corps and MPA encourage hiring local residents to fill required positions at the facility.

**What kind of environmental monitoring is currently being conducted at Poplar Island?**

As part of the EIS for the original project, a monitoring framework was developed. This framework includes: monitoring of: exterior water quality, exterior sediment quality, benthic communities and tissue (clam tissue for contaminants), epibenthic communities (on the rock dike), spillways discharges, fisheries use of exterior waters, wetlands use by fish and wildlife, bird utilization, SAV (within the harbor and within the wetland cells), shellfish bed sedimentation, terrapin habitat, and interior water quality and algae. The purpose to the monitoring is to identify changes (if any) in the exterior environment and modify the facility operations (if necessary) to ensure that no adverse changes occur.

The water quality, sediment quality, benthic community and tissue data, spillway discharge, and interior water quality/algae data is evaluated, reviewed, and submitted to Maryland Department of the Environment (MDE) to document water quality conditions adjacent to the site and at nearby reference sites. Other biological data (fish, shellfish, wetlands, birds, etc.) is used to assist with the habitat development initiatives.

**What is going to happen when the Corps is finished?**

After the project is fully constructed, the cells are filled, and the wetland and upland habitats are created, the Corps will turn the site over to the State of Maryland. It is the intent that the State will manage the project site to maintain the project restoration objective: remote island habitat.

**What kind of fisheries data will be collected?**

As part of the existing conditions studies for the original EIS, fish community sampling was conducted near the island remnants. NMFS and DNR also provided commercial landings and recreational fishing data for the region as well as for the commercial license holders in the immediate area. This information was included in the original EIS. Since that time, the USFWS has conducted fisheries investigations in the vicinity of the project to monitor fish utilization of the waters surrounding Poplar Island. The data collected as part of those ongoing studies will be included in the SEIS. We will be coordinating with NMFS and DNR to identify key fisheries issues. In terms of current commercial utilization of the area, we will be working with DNR to get updated landings information for pound nets in the area as well as any shellfish bed harvesting or crab landings information that they can provide. We will also be accessing DNR and UMCES data for current recreational usage in the area. As we are finding with other Bay projects, we may need to contact local watermen and recreational fishing organizations in order to clarify some of the data. Site-specific studies will only be conducted if questions are raised that can not be answered by the existing data sources.

### **What is an Environmental Impact Statement (EIS)?**

An EIS is a comprehensive document that is prepared to describe and evaluate the effects from a proposed action on the environment. The National Environmental Policy Act of 1969 (NEPA) requires the Federal government to provide a detailed statement of impacts (known as an EIS) resulting from any major Federal action that has the potential to significantly affect the environment. A "Federal action" is an activity that is entirely or partly financed, assisted, conducted or approved by a Federal agency. The "environment" is defined as the natural and physical environment and the relationship of people with that environment. A change in consequence, resulting from the action(s) is considered an "impact". Impacts can be positive or negative or both. An EIS describes all impacts to the affected environment, including effects to the land, water, air, living organisms, as well as social, cultural, and economic aspects. NEPA requires an analysis of alternatives. An EIS also evaluates impacts resulting from any reasonable alternatives to the proposed action. It is a decision-making document in that it selects the preferred alternative after thoroughly evaluating these impacts.

Although NEPA applies to all actions carried out, assisted, or licensed by the Federal government, the act specifies when an EIS must be prepared and the Council for Environmental Quality (CEQ) regulations provide the recommended format and content. In accordance with the CEQ regulations, Section 1502.1, the EIS "shall provide full and fair discussion of significant environmental impacts and shall inform decision makers and the public of the reasonable alternatives which would avoid or minimize adverse impacts or enhance the quality of the human environment".

A tiered EIS is prepared when there is a need to have subsequent NEPA documents (either an EIS or an Environmental Assessment) after an initial EIS. For example, another NEPA document might be needed to address impacts that may result from a follow-on, site-specific action that is included in the overall program. The tiered EIS is prepared to eliminate repetitive analysis of the same issues. During a tiered EIS process, the subsequent document will concentrate on discussions and analysis specific to the follow-on action, but will only summarize and reference issues discussed in the original, broader document.

### **Why is dredging necessary?**

Most U.S. ports are located on rivers or in estuaries that have natural water depths less than required for the larger vessels commonly used in domestic and international shipping. Terrestrial surface water runoff, wave action, and tidal currents carry sediments from the erosion of rock and soil and deposit this material in downstream areas of the rivers and estuaries including navigation channels and ship berths in ports. This erosion and deposition cycle is a natural process, which has been enhanced by increased land development.

Today's modern ships require deeper drafts to move goods more economically. Removal of the sediment material from the navigation channels and berths by dredging allows more fully loaded ships safe passage into and out of berthing facilities. Shallow draft clearances (shallow depths) in navigation channels and berthing facilities forces shippers to carry less cargo increasing the effective shipping cost of the delivery. In the case of tanker ships carrying petroleum products, costly and environmentally hazardous lightering may be required before the tanker can enter the shallow port. Lightering involves the open water transfer of fuel from the tankers to several smaller vessels to distribute the load and reduce the draft of the tanker to an allowable entry depth.

### **What is dredged material?**

In general, dredged material is sediment that has been removed with an underwater excavating machine called a dredge. Dredging may be conducted either mechanically or hydraulically. Dredged material removed from waterways is categorized into two general types: maintenance material and new work material.

Maintenance material is material that has been removed from areas that have been dredged previously to similar depths. Maintenance material consists of recently deposited sediment material that originated as eroded soil carried to the riverbed or estuary bottom by rainfall runoff, wave action, or tidal currents. This typically uncontaminated sediment is removed as part of regular maintenance dredging programs. New work material is material taken from depths not previously dredged.



**How much dredged material will be managed?**

The Port of Baltimore's annual maintenance need of 4.4 million cubic yards (mcy) and the proposed new work projects result in a 20-year dredging need of just over 111 mcy. Approximately 2 mcy of the (4.4 mcy total) originates from the federal navigation channels outside Baltimore Harbor within the upper Chesapeake Bay.

**How will the dredged material be managed?**

The dredged material will be transferred via barge, hopper dredge, or hydraulically pumped via pipeline directly to a storage facility specifically designed to manage and store the dredged material, or placed in the open water (such as, the Pooles Island site or in the Atlantic Ocean). A confined disposal facility (CDF) is an open area surrounded by dikes which contain the material. While in the CDF, the dredged material will be decanted to remove excess water and dried by stacking or trenching the material or the addition of dewatering agents such as lime or fly ash. A confined disposal facility is designed to contain all solid material but releases the water entrained in the dredged material upon its arrival to the CDF. The water decanted from the material will be returned to the waterway. Beneficial use options will also be given full consideration. A beneficial use option is one which uses dredged material as a resource in a productive way. The DMMP shall include a detailed assessment of all feasible beneficial use alternatives, which may include agricultural use (topsoil), shoreline protection, wetland restoration, or creating wildlife habitats.

**Who pays for the dredging and the management/placement of the dredged material?**

The Corps shares with a local sponsor the responsibility of maintenance dredging and dredged material placement for Federal channels. Private industry and port authorities fund maintenance dredging and placement of material from their own facilities.

**What is contaminated sediment?**

Contaminated sediment is deposited soil material that contains chemicals, at concentrations that are hazardous to human or ecological health. In general, the state environmental agency establishes the concentration limits of hazardous chemicals typically found in marine sediments using U.S Environmental Protection Agency (USEPA) guidelines. USEPA guidelines are established by modeling the effects on human health and the environment using conservative estimates of anticipated exposure limits and uptake.

Some marine sediments found in our industrial ports contain some elevated levels of contaminants but usually they exist at concentrations below the hazardous range and are therefore not a threat to human health or the environment. Before dredging occurs, the proposed dredged material may be sampled to determine if the sediment material contains contaminants above hazardous limits. If the material were determined to be contaminated, the regulatory agencies would require dredging and placement to be conducted in such a manner as to prevent human or ecological exposure to the contaminants.

**What is a beneficial use?**

Beneficial use of dredged material is recycling of dredged material for use as a product that has value. Dredged material has historically been considered a waste product and managed by creating facilities for permanent placement. Recently, the USACE and other technical experts in the maritime industry and material recycling field have found alternatives involving the use of dredged material for beneficial use. Examples of beneficial use of dredged material include beach replenishment, shoreline restoration, island restoration, manufactured topsoil, construction fill, landfill, abandoned mine and brownfield cover, and habitat restoration. Dredged material can also be heat treated and formed into lightweight aggregate and building blocks.

Storage capacity is limited within existing confined disposal facilities (CDFs) and diminishing each year. With increased quantities of dredged material to be managed and the high cost and space limitations involved in creating new CDFs, beneficial use is rapidly becoming a necessary facet of dredged material management. Recent characterization efforts conducted on dredged material in existing CDFs and recently dredged maintenance material has found sediments to be non-contaminated or minimally contaminated, making the material more likely to be beneficially reused.



**US Army Corps  
of Engineers**  
Baltimore District

# Poplar Island Environmental Monitoring

## Poplar Island Expansion Study Public Scoping Meeting Information Sheet

Monitoring of the environment in and around Poplar Island is an integral component of this habitat restoration project. As part of the Poplar Island Environmental Restoration Project (PIERP) feasibility study and EIS, a monitoring framework was developed to provide a long-term (20-year) effort to determine the success of habitat creation. The framework was developed as a multi-disciplinary, collaborative effort to meet regulatory agency, resource agency, and construction compliance requirements of PIERP. Detailed and regularly scheduled monitoring is essential to ensure success of the project, to identify changes (if any) in the environment surrounding the island, and to determine if ongoing operations need to be adjusted. Monitoring also documents improvements as the project progresses, such as increases in vegetation cover and wildlife usage. The Maryland Department of the Environment requires specific monitoring activities during the life of the Poplar Island project, as a condition of issuing a Water Quality Certification (in accordance with Section 401 of the Clean Water Act).

Annual reports are produced each year and meetings are held with a large working group to review conditions and findings and determine potential modifications to the project planning and implementation and monitoring. As needed, smaller focus groups also meet throughout the year to adjust to changing conditions that need immediate attention.

Several different types of environmental assessment and monitoring studies have been conducted and/or are ongoing at the Poplar Island Environmental Restoration Project (PIERP):

- Baseline Conditions Assessments
- Post-Construction/Pre-Operations
- Construction Monitoring
- Operations Monitoring
- Spillway Monitoring
- Exterior Monitoring
- Habitat Creation Monitoring

Some examples of the PIERP monitoring programs include:

### **Construction Monitoring (During Dike Construction)**

Water quality monitoring was conducted during pre-construction activities (1995-1996) and turbidity monitoring was conducted during Phase I and Phase II perimeter dike construction at Poplar Island (1998-2001).

To assure compliance with turbidity standards in the Water Quality Certificate issued by Maryland Department of the Environment, real-time turbidity monitoring was conducted during perimeter dike construction (Phase I and Phase II) at Poplar Island. Construction activities that could result in discharges to waters and cause localized turbidity include sand fill, placement of unsuitable foundation sediments, and dredging or excavation. Ten locations surrounding active construction site and two reference areas were monitored. Within 24-hours post-sampling, the turbidity data were posted to a password-access website for a two-day review period by the USACE and state regulators.

### **Operations Monitoring - Discharge Monitoring of Effluent Water Quality**

Discharge of effluent water through the facility spillways occurs to facilitate dewatering and consolidation of the placed material. This effluent is closely monitored to minimize any potential impacts to the Bay waters surrounding Poplar Island. Discharge monitoring includes daily, weekly, biweekly, and quarterly discharge water quality monitoring for the five spillways discharging into the Chesapeake Bay. In addition, quarterly water quality monitoring is conducted at locations 100 yards from each spillway and the water quality reference point. Algae samples are collected on a bi-weekly basis from April through October in ponded water at Poplar Island.

To ensure that the effluent being released from the spillways meets the standards set forth in the Water Quality Certification and the Wetlands License, Inspectors check each spillway every hour. This includes periods of inflow, when Inspectors are on site 24 hours a day, 7 days a week. If there are no personnel on-site, the spillways remain closed. During their hourly check, Inspectors check the pH, turbidity and overall quality of the discharge, as well as look for any abnormal conditions around the entire facility.

### **Exterior Monitoring**

Two sets of baseline exterior monitoring studies were conducted for the PIERP. *Pre-construction* baseline studies were conducted prior to construction of the exterior dikes to document the physical and chemical conditions and biological communities in the vicinity of the project. *Post-construction/pre-operations* exterior monitoring studies were conducted following completion of the Phase I exterior dike and prior to initiation of dredged material placement (inflow) and subsequent discharge of effluent.

The purpose of the ongoing exterior monitoring program is to collect sediment quality, water quality, benthic and epibenthic community, and benthic tissue data to compare to results of the pre-construction (1994-1996) and pre-construction (2000/2001) studies. These comparisons will allow for initial identification of trends or changes in the exterior environment, if any, that could potentially continue throughout the operational lifetime of the PIERP. Results will also be used to as a technical basis to modify the monitoring requirements in subsequent years. The sampling frequency for each of the exterior monitoring components is dictated by the Poplar Island Monitoring Framework.



## Poplar Island Expansion Study (PIES)



General Reevaluation Report and Supplemental Environmental Impact Statement

### Public Scoping Meetings

January 12 and 15, 2004

Ms. Gwen Meyer, Moderator  
U.S. Army Corps of Engineers, Baltimore

*Poplar Island Expansion Study*



## Meeting Agenda



- Poplar Island - Existing Project Background
- Meeting Purpose
- Poplar Island Expansion Study - Need and Description
- Poplar Island Environmental Restoration Project (PIERP)
  - Findings, successes, enhancements, and improvements
- Expansion Study Schedule and Milestones
- Public Comments and Input

*Poplar Island Expansion Study*



## Poplar Island Environmental Restoration Project (PIERP)



*Poplar Island Expansion Study*



## Existing PIERP Environmental Objectives:



- Create tidal marsh habitat for Chesapeake Bay fish and wildlife
- Create bare or sparsely vegetated islands as nesting habitat for colonial waterbirds (such as terns)
- Create vegetated islands for waterbirds (such as egrets and herons)
- Create a diversity of habitat types for fish and wildlife
- Create quiescent conditions for SAV recovery
- Minimize and offset loss of benthic habitat

*Poplar Island Expansion Study*



## Meeting Purpose



The purpose of this scoping meeting is to:

- Describe the Poplar Island Expansion Study
- Obtain public comments and input

*Poplar Island Expansion Study*



## Public Comments



- Minutes will be taken to record oral comments.
- Feel free to provide comments at this meeting, via mail (comment cards), phone, fax, or e-mail.
- All comments should be submitted by February 27, 2004.
- All comments and comment responses will be included in the General Reevaluation Report (GRR) and Supplemental Environmental Impact Statement (SEIS).

*Poplar Island Expansion Study*



## Local Sponsor



Maryland Port Administration (MPA)

Mr. Nat Brown  
Environmental Planner

(410) 631-1102  
nbrown2@mdot.state.md.us

Poplar Island Expansion Study

## The Chesapeake Bay Channels are the Port's Road System



## Dredged Material Management Plans (DMMP)



- **Corps' DMMP:** Required to show sufficient capacity for the placement of dredged material for at least 20 years. Preliminary Assessment identified the need to evaluate expansion of Poplar Island.
- **State of Maryland's DMMP:** The Maryland Port Administration has been directed to evaluate expansion alternatives for Poplar Island.
- For more information:
  - ◆ <http://www.nab.usace.army.mil/projects/Maryland/DMMP/index.html>
  - ◆ [www.mpasafepassage.org](http://www.mpasafepassage.org)

Poplar Island Expansion Study



## Poplar Island Expansion Study (PIES)



**Goal:** The Poplar Island Expansion Study will investigate alternative modifications to the existing Poplar Island Environmental Restoration Project (PIERP) to increase habitat restoration, provide additional dredged material capacity, and evaluate other project enhancements.

Poplar Island Expansion Study



## Study Authorization



The General Reevaluation Report (GRR) and Supplemental Environmental Impact Statement (SEIS) are being completed under the existing Poplar Island Congressional authorization.

Section 537 of the Water Resources Development Act (WRDA) of 1996

Poplar Island Expansion Study



## What is a GRR / SEIS?



The GRR/SEIS is an integrated decision document that:

- Complies with the National Environmental Policy Act (NEPA);
- Provides the basis for recommending changes to a previously authorized project;
- Determines cost-sharing arrangements and obtains local sponsor support; and
- Determines the lands, easements, and rights-of-way necessary for project construction.

Poplar Island Expansion Study



## What is NEPA ?

### The National Environmental Policy Act



- Federal Law Effective January 1, 1970
- Ensures that environmental impacts will be considered during the decision making process for all Federal projects
- Considers all reasonable alternatives, including No Action
- Gives the public a chance to participate in the decision-making process

Poplar Island Expansion Study



## Expansion Components and Study Considerations



- Lateral Expansion (Increase Footprint)
- Vertical Expansion (Upland Dike Raising)
- Acceptance of Material from Additional Locations
- Environmental Enhancements
- Recreational and Educational Opportunities

Poplar Island Expansion Study



## Lateral Expansion



- Potential alignments expand the existing footprint by 313 to 1,129 acres.
- Potential alignments include the addition of both upland and wetland habitat.
- Potential alignments include footprint expansion to the north/northeast, south, and west.
- Potential alignments avoid natural oyster bars and other sensitive areas and consider construction constraints.

Poplar Island Expansion Study



## Vertical Expansion



- Will be considered for the **UPLAND** areas only.
- Will be evaluated at 5-foot incremental increases in height.
- Existing upland dikes are authorized to 23 feet; will be evaluated for raising to approximately 40 feet, depending on structural stability.

Poplar Island Expansion Study



## Acceptance of Dredged Material from Additional Locations



- Evaluate the potential to accept dredged material from federal, state, and local navigation projects.
- Dredged material would be consistent with quality of material currently being placed at Poplar Island.
- Material from Baltimore Harbor within the Patapsco River will not be considered for placement at Poplar Island.

Poplar Island Expansion Study



## Environmental Enhancements



- Examples:
  - Additional protection of Poplar Harbor
  - Improvements to bird and fish habitat
  - Improvements to diamondback terrapin habitat
  - SAV habitat potential
  - Other

Poplar Island Expansion Study



## Educational and Recreational Opportunities



- Examples:
  - Recreational fisheries enhancements
  - Interpretive nature trails
  - Educational opportunities
  - Other
- Recreation potential may be satisfied to the extent that it does not adversely impact the ecosystem purpose (i.e., *remote island habitat*).

Poplar Island Expansion Study



## Poplar Island Environmental Restoration Project (PIERP)



### Findings, Successes, Enhancements, and Improvements

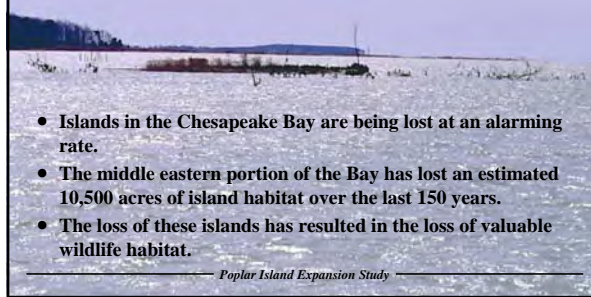
Mr. Mark Mendelsohn

Biologist, U.S. Army Corps of Engineers, Baltimore  
(410) 962-9499

Poplar Island Expansion Study



## Poplar Island (in 1999)



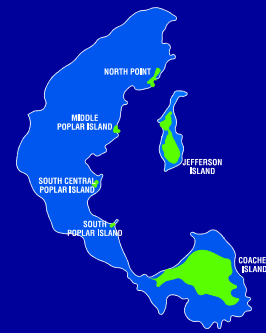
- Islands in the Chesapeake Bay are being lost at an alarming rate.
- The middle eastern portion of the Bay has lost an estimated 10,500 acres of island habitat over the last 150 years.
- The loss of these islands has resulted in the loss of valuable wildlife habitat.

Poplar Island Expansion Study



US Army Corps of Engineers  
Baltimore District

### Poplar Island Historic Configuration



1993 LANDMASS  
1847 LANDMASS



September 2003

Looking East



Dike Construction - Armor





## PIERP Environmental Achievements to Date:



- Examples:
  - Diamondback terrapin nesting habitat
  - Cell 4DX - cell design, planting studies
  - Wetlands in the notch area
  - Least tern and other bird habitat
  - Quiescent conditions in Poplar Harbor
  - Reef structure and recreational fish habitat
  - Educational tours
  - Oyster sanctuary and reserve

Poplar Island Expansion Study

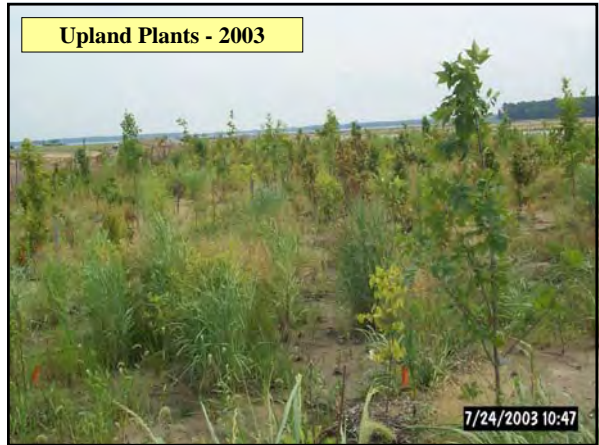
Diamondback Terrapin Hatchlings



Upland Planting - 2002



Upland Plants - 2003



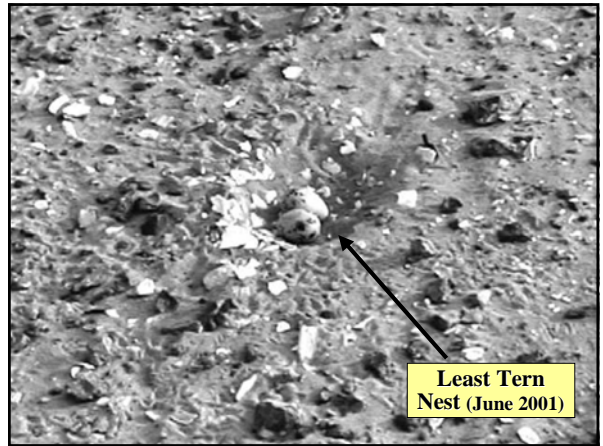
Notch Wetland Planting - May 2002



Notch Wetlands - August 2002










## National Recognition

### Coastal America 2003 Partnership Award

- Innovative partnership of federal, state, and local governments combined with non-government efforts to restore and protect the coastal environment.
- Expansion studies at Poplar Island will continue this partnership and will integrate lessons-learned to improve future habitat restoration initiatives.




*Poplar Island Expansion Study*



## Expansion Components and Study Considerations

- Lateral Expansion (Increase Footprint)
- Vertical Expansion (Upland Dike Raising)
- Acceptance of Material from Additional Locations
- Environmental Enhancements
- Recreational and Educational Opportunities


*Poplar Island Expansion Study*



## Important Expansion Study Milestones

• Notice of Intent	June 2003
• Public Scoping Meetings	January 2004
• <b>Public Comments to the Study Team</b>	<b>February 27, 2004</b>
• Alternative Plan Development	May 2004
• Evaluate Alternatives	October 2004
• Release Draft GRR/SEIS for Public Comment	October 2005
• Public Information Meetings	November 2005
• Public Comment Period Ends	December 2005
• Prepare Final GRR/SEIS	January 2006
• Complete Study - Record of Decision	February 2006

*Poplar Island Expansion Study*




## Comments or For More Information.....

- U.S. Army Corps of Engineers, Baltimore  
Ms. Gwen Meyer, 410-962-9502; fax: 410-962-4698
- Maryland Port Administration  
Mr. Nat Brown, 410-631-1102; fax: 410-631-1057

Mailing address:  
 US Army Corps of Engineers, Baltimore District  
 Poplar Island Expansion Study  
 ATTN: CENAB-PL-P (G.Meyer)  
 P.O. Box 1715  
 Baltimore, Maryland 21203-1715

*Poplar Island Expansion Study*



## Public Input

- Public Comments
  - Follow the number order that you were provided during registration.
  - Please clearly state your name.
  - All comments will be recorded for inclusion in the documentation of the meeting.
- Questions and Answers

*Poplar Island Expansion Study*



## Thank You!

Please submit your comments by  
February 27, 2004

Poplar Island Expansion Study Website:  
<http://www.nab.usace.army.mil/projects/Maryland/PoplarIsland/expansion.html>

*Poplar Island Expansion Study*

**Poplar Island Expansion Study (PIES) Public Meeting  
Queen Anne's County Library  
Monday, January 12, 2004**

Attendees:

Peter Bergstrom, NOAA  
Mark Waggoner, NRCS  
Asher Ziskind  
Amelia Hamilton  
Matthew Dryer  
Ingrid Verstraden, USGS

Study Team:

Gwen Meyer, USACE-Baltimore	Lincoln Tracy, MES
Kevin Brennan, USACE-Baltimore	Karen Cushman, MES
Mark Mendelsohn, USACE-Baltimore	Stephanie Maihan, MES
Scott Johnson, USACE-Baltimore	Chrissy Albanese, MES
Mike Snyder, USACE-Baltimore	Peggy Derrick, EA Engineering
Jeff McKee, USACE-Baltimore	Jeff Boltz, EA Engineering
Michele Gomez, USACE-Baltimore	Jane Boraczek, EA Engineering
Nat Brown, MPA	Karin Olsen, EA Engineering
Dave Bibo, MPA	Sarah Koser, EA Engineering

2:00 to 2:27 PM: Presentation by Gwen Meyer (USACE-Baltimore District), Nat Brown (MPA), and Mark Mendelsohn (USACE-Baltimore District) on the Poplar Island Expansion Study and the status/successes of the existing project.

2:30 PM: Questions/Comments (The Q&A period was tape recorded for clarification of comments/questions as announced at the beginning of the formal presentation.)

*Gwen Meyer* – We have technical experts here that work on the project [to address questions] – if I can't answer it, they can. Are there any general concerns or comments that you would have? We have plenty of time, surprisingly enough – we were all concerned about our talking time. Most of you came in early and were able to walk around and take a look at some of the boards. We have good displays about the existing Poplar Island Environmental Restoration Project as well as some information about the expansion

*Peter Bergstrom* – I had a question about the capacity in terms of cubic yards, the different options, has that been calculated?. The lateral versus the vertical, which... is there any estimate of the cost per yard?

*Gwen Meyer* - We don't have costs [yet], I don't think. At least I don't have that information, yet. Obviously, going straight up would be less expensive than building laterally.

*Peter Bergstrom* – But, do you get as much capacity that way? I guess that was the [question].

*Gwen Meyer* - Of the 570 acres, I know that we were talking about it. You can see the cross sections of the dike over here on this one [display board]. Mike's here [Mike Snyder] – he's a geotechnical engineer – capacity versus costs?

*Mike Snyder* – Basically, the advantage I guess of going up is that we have already built the lower part of the dike, which has the extensive armor. The raising is less expensive in terms of sands, and maybe as a very last option we could use some of the dredged material ???– its a relatively inexpensive way to gain capacity, whereas with the [lateral] expansion we're going to have to build the lower parts of the dike, the armored sections. The armor stones are pretty expensive and that's a dollar figure that I just don't know.

*Gwen Meyer* - But, you were asking about losing capacity in the existing 570 acres by raising the dikes. Is that what you were asking too?

*Peter Bergstrom* – I'm probably just curious how they compare in terms of capacity. Do we get as much capacity with vertical as with lateral?

*Gwen Meyer* – Well,[with vertical expansion] we are limited to the 570 [upland] acres that are already at Poplar, and with the raising looking at it in 5 foot increments over the design of 23 feet, they go toward the inside, from the way I get it looking at the cross sections, so yes you would be losing some capacity of the existing 570, but as far as, but you would be going up, and overall it would be an increase, with the higher dike

*Mike Snyder* – Certainly not as much [capacity] as [with] lateral expansion

*Gwen Meyer* – Not as much, but there could be a combination of the two, I mean it [the potential alignments] ranges from 300 to 1100 acres? potential lateral expanding out from the existing [footprint]. So it could be a combination of raising and expanding laterally. Lateral, you would still get as much or more capacity with one large lateral expansion. We are early in the study [process], it's a good question and we don't really know the answers to a lot of those questions [at this time].

*Mike Snyder* – Vertical raising, I mean just because we know what the alignment [already] is, it is the existing alignment, ...the vertical raising [of the current upland cells] gives us height - in general, gives us about another 15 million cubic yards of capacity. Its about another million yards for every foot that you go up. Vertically, we can go up about another 15 feet, technically up to about 20 feet in certain parts. Temporarily, the dikes would be a little higher, but we'll knock those back down when we're done.

*Peter Bergstrom* – Is that [dike raising] enough to meet the projected shortfall? [of dredged material placement sites]?

*Mike Snyder* – No.

*Peter Bergstrom* – That's a key piece of information

*Mike Snyder* – The expansion could vary a lot, what acreage, as far as capacity.

*Gwen Meyer* – That's why looking at a combination, hopefully something that we can do in addition to potentially looking at raising – some type of lateral expansion.....because the needs are, what? a little bit under or right about 4 million cubic yards per year? But that's all dredged material, .....that's not the total amount that will be eligible to go to Poplar Island...its less than that

*Amelia Hamilton* – Mother Nature had a whack at the island with [Hurricane] Isabel. How did it do?

*Gwen Meyer* – Surprisingly well, but I might ask Scott Johnson, who's the project manager [to answer that question], I'm the study leader

*Scott Johnson* – It did very well. The project was designed for a, the armoring of the island was designed for a 25 year storm, a storm that occurs every 25 years, and Isabel was in the neighborhood of a 100-yr storm event, based on the storm surge. We experienced about 1.5 million dollars of erosion out there. We were very pleased with that it's [the damage] very minimal compared to what could have happened...Again, that's one thing (what?)that we are trying to solve. Isabel was more storm surge than it was wave action, another storm could impact us in a completely different way.

*Gwen Meyer* – Thanks for that question. Are there any other questions?

*Asher Ziskind* – If you go up in height and don't have to put the armor around, which is a big savings, won't it [the upland cells] be much more, set up for more erosion because its higher and not as protected?

*Gwen Meyer* – That's a valid question, you're saying there's more surface [area exposed].

*Asher Ziskind* – More surface, less protection, less armoring, no armoring above what is there now, I think.

*Gwen Meyer* – Either way its vegetated. There is potential for erosion if it's 10 feet and that's why its important to have the vegetation out there to hold. There is monitoring that goes on regularly when there is any kind of a breach. It's re-vegetating, but it's usually on a very small scale. So I assume it's safe [from major erosion]. It's projected to be like 15 years before the actual project would be completed; 15to20 years.

*Asher Ziskind* – I know that there never is quite enough space for dredge spoils and I'm sure that you're looking now at the next spot already. Is there any reason not to go as high as you can possibly build and stuff as much stuff in there as you can? Is there any drawback?

*Scott Johnson* – Yes, the drawback is that there is not as much environmental benefit to going up.

*Asher Ziskind* – You mean, not as much as you get from dredging

*Scott Johnson* – Well, [with lateral expansion] you get more wetlands, you get more underwater habitat, there are a number of other things that we can do, but going up, it's not much different from what it is already

*Asher Ziskind* – Well, I can see where that might not be of any advantage, but would it actually be a bad thing?

*Scott Johnson* – no, it would not be a bad thing, most likely there would be no negative impacts to the environment, but that's what we are evaluating as part of the study, what the impacts would be of doing that.

*Asher Ziskind* - Hart Miller originally wasn't supposed to be nearly as high as it is, but they extended it [raised the dikes], what, 10 years ago?

*Scott Johnson* – A little longer than that

*Mike Snyder* – It's very possible that it could take 5 to 6 years [for the expansion construction to be completed]

*Scott Johnson* – You have to understand that the project itself is an environmental restoration project. As we start evaluating changes to this [the existing project], questions are going to be asked about the environmental restoration aspect. Clearly the overall regional standpoint looking at this is how to get the best achievement and decrease the impacts.

*Asher Ziskind* – Thank you

*Gwen Meyer* – If that's most of the questions, are there any comments that people would like to make or concerns? Or if anybody did prepare written comments? They are all very good questions, and part of what we will be evaluating in the study. I know that there is a lot of information in your packets. We will be here, we can stay and talk with anyone and answer any questions that you have. Again, if you know anyone else who is interested in commenting, please share the information with them and if you have any suggestions about how to better get the word out or the information out, we would like to know that as well.

Okay, thank you all then.

2:40 PM – meeting concluded

# REGISTRATION / SIGN-IN SHEET

Public Scoping Meeting for Poplar Island Expansion Study  
 Queen Anne's County Library Meeting  
 January 12, 2004

JAN-12-2004

12:31

EA ENGINEERING

P. 05/05

#	Name	Address	Email	Add to Mailing List?		Receive Copy of Draft SEIS?	
1	Mark Waggoner			No	Yes <i>already on</i>	No	Yes
2	ASHER ZISKIND			No	Yes	No	Yes
3	Amelia Hamelken			No	Yes	No	Yes
4	Peter Bergstrom			No	Yes <i>Should be up</i>	No	Yes
5	Matthew E. DRYER			No	Yes	No	Yes
6				No	Yes	No	Yes
7				No	Yes	No	Yes
8				No	Yes	No	Yes
9				No	Yes	No	Yes
10				No	Yes	No	Yes
11				No	Yes	No	Yes
12				No	Yes	No	Yes
13				No	Yes	No	Yes
14				No	Yes	No	Yes
15				No	Yes	No	Yes
16				No	Yes	No	Yes
17				No	Yes	No	Yes
18				No	Yes	No	Yes
19				No	Yes	No	Yes
20				No	Yes	No	Yes

INFORMATION WITHHELD FOR CONFIDENTIALITY REASONS



# REGISTRATION / SIGN-IN SHEET

Public Scoping Meeting for Poplar Island Expansion Study  
 Queen Anne's County Library Meeting  
 January 12, 2004

JAN-12-2004 12:31

EA ENGINEERING

P. 03/05

#	Name	Address	Email	Add to Mailing List?		Receive Copy of Draft SEIS?	
1	Verstraeden	INFORMATION WITHHELD FOR CONFIDENTIALITY REASONS		No	<input checked="" type="radio"/> Yes	No	<input checked="" type="radio"/> Yes
2				No	Yes	No	Yes
3				No	Yes	No	Yes
4				No	Yes	No	Yes
5				No	Yes	No	Yes
6				No	Yes	No	Yes
7				No	Yes	No	Yes
8				No	Yes	No	Yes
9				No	Yes	No	Yes
10				No	Yes	No	Yes
11				No	Yes	No	Yes
12				No	Yes	No	Yes
13				No	Yes	No	Yes
14				No	Yes	No	Yes
15				No	Yes	No	Yes
16				No	Yes	No	Yes
17				No	Yes	No	Yes
18				No	Yes	No	Yes
19				No	Yes	No	Yes
20				No	Yes	No	Yes

**Poplar Island Expansion Study (PIES) Public Meeting  
Tilghman Elementary School  
Thursday, January 15, 2004**

Attendees:

Janice Pifer	Paul Zelinske
Larry Pifer	Mike Richards
Mary Kellogg	Ray Mayfield
Hal Kellogg	Cliff Williams
Woody Faulkner	Andy Hollis, Talbot County
Hilary Spence, Talbot County	Jan Reese
Capt. Chris Richards	Barbara Reisert
Jane Mayfield	Darrin Lowery
Fran Flanigan	
Study Team:	

Gwen Meyer, USACE-Baltimore	Lincoln Tracy, MES
Kevin Brennan, USACE-Baltimore	Jen Harlan, MES
Mark Mendelsohn, USACE-Baltimore	Stephanie Maihan, MES
Scott Johnson, USACE-Baltimore	Chrissy Albanese, MES
Mike Snyder, USACE-Baltimore	Peggy Derrick, EA Engineering
Jeff McKee, USACE-Baltimore	Jane Boraczek, EA Engineering
Michele Gomez, USACE-Baltimore	Karin Olsen, EA Engineering
Nat Brown, MPA	Sarah Koser, EA Engineering
Dave Bibo, MPA	

8:00 to 8:32 PM: Presentation by Gwen Meyer (USACE-Baltimore District), Nat Brown (MPA), and Mark Mendelsohn (USACE-Baltimore District) on the Poplar Island Expansion Study and the status/successes of the existing project.

8:35 PM: Public Questions/Comments (The Q&A period was tape recorded for clarification of comments/questions as announced at the beginning of the formal presentation.)

The following summary of comments and questions is based on the tape recording and handwritten notes taken at the meeting.

*Gwen Meyer* –(Is there something missing here?) We will have time for questions later as well. I'd like to introduce Ms. Hilary Spence.

*Hilary Spence, Talbot County Council* – I'm Hilary Spence, a member of the Talbot County Council. I have had the opportunity to tour Poplar when I was first elected, in 1998, I think about six months after we were elected. I think I am here just to reinforce the County Council's desire to work with the Corps on this notion of expansion for

recreational and environmental purposes. I think that this council feels very strongly that we have to maintain the integrity of the original reason that Poplar was developed, i.e., for a deposit for dredged material as well as creating habitat, and this council very strongly re-enforces that notion. At the same time [the Talbot County Council] feels that it would be beneficial to the citizens of the county, as well as [citizens] of the State, to have some limited access to the island for purposes of birding, bird watching, just being out in nature, being able to walk along a trail, being able to observe the island in the way that it has been put together. Much the way, I think, that Blackwater National Refuge has been managed in Dorchester County. I think that they do a very good job of blending human access as well as their mission of creating and maintaining habitat. So I wanted to share that with the Corps. I also [wanted] to dispel any rumors that might be out there among the citizens of Talbot County, that we want to make this the next Ocean City boardwalk - that's not the case at all. But, [we] recognize in order to get federal support for any kind of expansion or increased access, that we are going to have to work to maintain the original integrity of the project, and we very much want to do that. So, thank you very much for the opportunity to share this comment.

*Gwen Meyer* - – Thank you very much. I think that Jane Pifer also wanted to comment

*Jane Pifer* – I think that I would prefer to address my comments in writing.

*Gwen Meyer* - – Okay, that's perfectly fine. I would appreciate that.

*Mike Richards* – I comment that this is a unique opportunity to educate people coming to our region to visit – there are literally thousands of them every year. They come to this area because they are interested in the Chesapeake Bay and Eastern Shore of Maryland and what better opportunity to show them strides and progress being made and allow them to see some of the details and this certainly could be done in a controlled and really educational manner. So, I strongly urge you to make that part of your study. Thank you

*Gwen Meyer* - – Okay, great thank you very much. I would like to open it up now for anybody else that would like to comment, [or if] as we've gone through the presentation there was anything that came to mind, we'd welcome that [question].

*Larry Pifer* - I guess in looking and following what you presented here, and what you captured again in your handout, I think that there are an awful lot of things that sound very good for all of us. There aren't any negatives presented at all. Are there any negatives about the project, any downsides that perhaps might be talked about...maybe there aren't?

*Gwen Meyer* - Well, the obvious one is the cost. Or maybe that's not obvious...Scott?

*Scott Johnson* - Hi, I'm Scott Johnson, project manager...negatives? Cost is always a consideration. We feel that we are getting a tremendous environmental benefit from this project that does offset the cost. I've heard some concern about the noise and the lights

out there occasionally; during construction there have been some comments about the crew boats, help me out guys, what else have people been saying?

*Jeff McKee* - From the environmental perspective, some of the [resource] agencies are concerned with the loss of shallow water habitat and the upland dike. I'm Jeff McKee with the Corps of Engineers, I'm in the Operations Division. The upland dike raising, of course, would not impact additional water, but any of the lateral expansion [alternatives] would take up additional water area, and in some cases there are some clam beds that could be impacted or possibly some additional fishing areas or crab pots. So, those are some other potentials - but those are the types of things that we need to look at as part of this study. And since we're just starting this study, we do not have those impacts fully addressed at this point in time.

*Gwen Meyer* - And that will be part of it [the study] that you can read when the study is complete. [We'll look at] the [potential] impacts and whether they are positive or negative.

*Jeff McKee* - But, as Scott said, there is a trade-off. For the lateral expansion you're taking up one type of habitat to create the wetlands or the additional upland, so it's kind of the way that you balance it. That's what we're going to have to do, along with the public, when we go through the study. And, part of the function of this Environmental Impact Statement is to lay out all the benefits, all the detriments, and that's where we are looking for input from the local folks, because of some local knowledge that you may have - we would like to hear that. Obviously, we're coordinating with all the state and federal environmental agencies. So, when we get all the inputs, we'll coalesce [them] into one document, so we can lay it all out and we can make a decision based on as much science and information as possible.

*Scott Johnson* - Does that answer your question?

*Larry Pifer* - I think so. I guess one thought that I had in mind... I mean, when you put things like this together - Islands create shelters for certain other parts of other land areas, but they also cause channels to change, and they also create runoff that didn't exist before, and they create pieces of land that weren't supposed to be there in the first place.

*Scott Johnson* - As Jeff said, we have to look at all these [components].

*Larry Pifer* - But you don't see anything in that area at the moment?

*Scott Johnson* - There are a couple of configurations over there [referring to the display boards], particularly the ones to the south, which may cause some concern. The ones that come down to the south get closer to the mainland - that may cause some additional velocity in the channels. We can model that, we can look at that and we would be able to tell before [construction], you know, whether they were significant increases or not. All of that is within our capability - both to look at changes in flow around the proposed island, as well as changes in the movement of material. Once we settle on a

configuration, then we will get in to the hard science and look at all the [issues] before we make a final decision. As Jeff said, it will be a trade off – even if there are some impacts somewhere, if we feel that the benefits far outweigh that then we still might go forward with that. But if there are significant impacts, chances are that we would have to modify that.

*Larry Pifer* - But, you don't see any of those on the horizon right at the moment?

*Scott Johnson* - Of the proposals over there [referring to the display boards], I don't see anything that would concern me that much.

*Mary Kellogg* - Where does this stand with what's been in the paper about looking for other sites – I think, James Island, Barren Island, is this separate from those?

*Scott Johnson* - Yes, this is separate from that. There are three studies going on right now. The dredged material management plan study, which we have talked about a little bit - the state has the responsibility to do that. The Corps of Engineers has the responsibility to look at the overall management of dredged material throughout the Bay - all the federal navigation channels and some state navigation channels. We are doing that study right now. We determined early on that we had a significant [placement] deficit that we would not be able to overcome before we got into the situation that we will be overloading Poplar Island. That's going to be about 2009/2010. So, we felt that we should concurrently start studying the expansion of Poplar Island and the mid-Bay Island study. We got approval from our prior authority, we have the concurrence of the State - we are all working together. As part of this overall function of the dredged material management planning process, we're looking at the expansion of Poplar Island, we're looking at the mid-Bay Island study. The mid-Bay Island study is a little bit farther ahead than the Poplar Island study. There are a hundred or some Islands in the Chesapeake Bay which have been screened down to two Islands – Barren and James. We're taking a close look at those two. It would look very similar to this, it would look very similar to Poplar Island. One of those two Islands may come out the best or perhaps a combination of those two Islands. That will give us not only additional capacity for dredged material, but additional environmental benefits as well. That will all come together - this expansion, the mid-Bay island study - as part of the dredged material management study. We'll have to make a determination as to what the best overall combination of the options is. Does that help you out?

*Scott Johnson* - I'm sorry, before we go ahead, can we get you name, please, for the record?

*Mary Kellogg*

*Scott Johnson* - Thank you.

*Mark Mendelsohn* - I would just to add something. Poplar Island is definitely monitored. It was monitored prior to construction, during construction, and during operations. Its not

something that we normally go into at this kind of meeting, but I can give you some more information. We're really making sure that we have a handle on any environmental impacts that the project may have, both positive and negative. It's very important to us right now to have a monitoring program going on. Thank you.

*Scott Johnson* - That's a very important point. Its being continuously monitoring for whatever – water quality, birds, we're continuously monitoring. We have a program. All that information is available to anybody who wants to see it, it's posted on our webpage – we'll make it available in some fashion...not only to the citizens, but to academia because we're learning a lot out there.

*Chris Richards* - I think for me, a lot of times, when I am talking to people, about the project I get a lot of people asking me a lot of questions, what do I know about it. I have to go back to square one and remind myself to remind people sometimes that its because we need to keep the shipping channels open, and that's such a huge part of the economy, that this whole project has come about. And I think people lose sight of that sometimes. And, when you compare – this sort of ties in with your question, too, when you compare what was done with the dredge spoils in previous decades and compare it to how we're using these spoils now, it's a vast improvement, it's a vast improvement. So although there could be potential for some small algae blooms that kill off something here and there, that they quickly find a remedy for, as opposed to the old blanket dumping methods of the dredged spoils which were really reeking havoc, and so I look at it as, you know, just a whole turn around. This is a whole new evolution of getting the job done, of keeping the channel open and making the best use of it [the dredged material]. I think it's a wonderful thing.

*Gwen Meyer* - Thank you. Okay, are there more comments or questions?

*Paul Selinske* - Who makes the ultimate decision of which proposal, you have eight of them up there [referring to the display boards]? Do you narrow them to three then two then one? Who has the decision of which one of these [is implemented]?

*Gwen Meyer* - I guess, it's a process of evaluating, like we talked about, impacts to cultural, aesthetics, biological, engineering constraints...then we'll start getting more information as we go through the process, depending on other ideas or comments that we get. And then we'll go down to pick three and the no action alternative, and then evaluate those in detail, up to 65 percent design. I don't know if that really answers your question, but as we get more information, it becomes obvious... [that one] or a combination of vertical or lateral expansion as part of what meets the needs and is cost effective and also avoids the constraints, you know, oyster bars or engineering, some of the channels, as Scott said on the south, it gets pretty deep and that will obviously effect the cost - but the same benefit we will get from going different direction. Acreage wise.

*Paul Selinske* - Are they doing anything out there [at Poplar Island] to help the cormorant problem?

*Gwen Meyer* - I know it's a problem, but I don't know if anything's been done

*Scott Johnson* - I can answer, or try to answer. Cormorants are – there are a lot of them out there. We built this to be a wildlife habitat area, we got a lot of wildlife there. Cormorants, mute swans and others. We recognize that managing existing wildlife is an issue that we are having to address sooner rather than later. We have, on staff, a full-time person from US Fish and Wildlife to be our wildlife management expert. As for answering your question are we are doing anything about the cormorants. While we recognize that...

*Paul Selinske* - They're killing all our trees.

*Scott Johnson* - Yes, they're killing all the Poplar Island trees.

*Paul Selinske* - Killing trees and causing erosion on Jefferson Island.

*Scott Johnson* - We have had the opportunity in the past to obtain depredation permits for species that are causing problems out there to threatened species, like gulls. We may continue to do that. Mark, help me out...I don't believe right now that we will be in the business of doing much about the cormorants. We'll make a team appropriate decision between Fish and Wildlife, DNR, all the resource agencies out there at Poplar Island.

*Mark Mendelsohn* - At this point DNR has determined that cormorants are not a species that we can control. That may change, but it was recently that they did not want to take any action against the cormorants.

*Scott Johnson* – I guess the answer is that our hands are tied at this point.

*Mike Richards* - I have one other question. You had mentioned that some other channels are being considered as dredged material source for Poplar Island. Do you know what those channels are, would you tell us what those channels are?

*Scott Johnson* - Primarily, we're looking at the southern approach channels. Let me make sure that I get this correct, the southern approach channels to the C&D Canal.

*Mike Richards* - Okay, so that's north of Tolchester?

*Scott Johnson* - Yes, that's a federal channel. We also intend to try to open this up, to establish criteria for any of the state or local channels that would like to take the dredged material there. By criteria I mean to say, that restoration project material is clean dredged material. We're going to have to...we're not to accept anything there that is not clean, that doesn't meet that standard. If there is a channel out there, and somebody wants to bring it to us, and it meets whatever standard that is established, then we are going to try and open it [Poplar Island] up. That's somewhat of our intent. The purpose is to be a good neighbor. We recognize that there is a lot of dredging that has to happen, there is a

tremendous need for placement sites, and we're going to try and help out as much as we can.

*Mike Richards* - Would that be primarily governmental agencies? In other words, for example...

*Scott Johnson* - I don't know, exactly, that kind of remains to be seen..

*Mike Richards* - What about private owners?

*Scott Johnson* - If there is a private owner out there that wants to bring it there [Poplar Island] or to pay to have it brought to us and it met the standard, I don't see why we wouldn't be able to accept any of it as long as we get authorization. Right now we don't have that authorization and that's what we are trying to accomplish. Again, really to me, capacity is not the issue - there is not a private owner out there that is going to overload our facility. For the habitat [restoration], we're not going to accept it unless it's clean. That's why we're going to test it.

*Jeff McKee* - Just a little clarification. If you remember back to Nat Brown's slide - where he showed you those channels in red out in the Bay - the authorization specifically states that the material going to Poplar can only come from those channels. Okay, so in terms of looking at additional ones, going up towards the C&D Canal, going up towards to about the Sassafras River, and we need to look at local channels like Knapps Narrows,, Lowes Wharf, Dogwood or Claiborne Harbor or if there was private work in the area that meet the criteria for cleanliness - we don't want to put contaminated material in there - we would also consider those in this study. What's shown in red there [referring to the slide from the presentation] are the only channels right now, by law, that can go to Poplar Island. That is spelled out specifically in the authorization. And the main reason that was done was there was concern on the part of a lot of people that material from Baltimore Harbor could get taken down [to Poplar]. And so this is one way of specifically excluding everything out of the Harbor. Unfortunately, it specifically excludes everything else, too. That's one of the things that we want to change.

*Scott Johnson* - Just to reiterate - it was on the slide, it is in your packet - but, there is no intention of taking anything from the Harbor area - never will be - as long as that's [the sediment] considered contaminated.

*Gwen Meyer* - Thank you for question. Are there any other comments or questions?

*Paul Selinske* - Yes, how high would the dikes go on Poplar Island, if raised?

*Gwen Meyer* - Well, we are looking at 5 foot increments, and we are estimating looking at a height of 40 feet.

*Scott Johnson* - 40 feet would be the maximum.



*Paul Selinske* - That would be on the western side.

*Scott Johnson* - That would only be on the western side of the upland cells. We're not going to do anything to impact our wetlands.

*Kevin Brennan* - We are currently authorized to 23 [feet for the upland cells].

*Mike Richards* - ...Does anyone in the Corps in this study know what the highest elevation is in Talbot County? You might want to look into that, that 40 feet is pretty high. That makes a massive aesthetic statement.

*Scott Johnson* - That we are definitely going to have to do. The aesthetics of this [the proposed expansion and dike raising] will have to be evaluated as part of this [study].

*Gwen Meyer* - That would be the upper limit, it doesn't mean that this project will be authorized to that height. That's the upper limit of what it can hold. Mike Snyder, our geotechnical engineer....

*Mike Richards* - Understand that I'm speaking strictly now of the aesthetics.

*Scott Johnson* - There are ways of evaluating aesthetics [associated with the dike raising].

*Mike Richards* - It should be a consideration....

*Gwen Meyer* - Okay, thank you.

*Scott Johnson* - If I may ask you a question - what would you consider a height that would be reasonable to you.

*Mike Richards* - Well, you go out and you travel up and down the Bay and you see on the eastern shore primarily, I'm guessing that its probably not more that 25to26 feet at the highest elevation on the southern end. When you go to the western shore, then there is different geology over there which gives you the higher brush over there. When you go to the eastern shore, its flat - the relief, the relief is due to vertically the trees, not the elevation of the land. I think that if you were to intrude on that to a height of 40 feetNot in our lifetime, but eventually there would be some 40to50 foot trees on that, [that's] not the way that I would want [it], so somewhere in there, probably close to 25 feet [in height].Just a thought, we don't want a mountain.

*Gwen Meyer* - Could you state your name please?

*Darrin Lowery* - My name is Darrin Lowery. I was late, so maybe you've answered this question, two questions. One, dredged spoil is typically hydrosulfidic, and when you introduce it to an aerobic environment, and you get aerobic bacteria working on the sulfides producing sulfuric acid. What sort of monitoring of that and...

*Gwen Meyer* - There has been extensive monitoring during construction and continues, we've got several team members here that will help out specifically to answer that question.

*Darrin Lowery* - The second question is, earlier, during the earlier initial phase under Section 106, National Historic Preservation Act, they did a study of the bottom, a series of side scan or whatever else. If you are planning to expand, I'm assuming that you're going to be investigating that.

*Gwen Meyer* - Yes, you are correct. In fact, they are out there, now taking samples of the potential alignments. They are out doing the bottom surveys, the cultural resources surveys...but they are investigating all the possibilities, as well as a [northern access] channel. We're definitely required to do the cultural resource coordination. But back to the...

*Darrin Lowery* - Sulfur, please

*Gwen Meyer* - Well, the monitoring [and the] chemistry.

*Peggy Derrick* - I'm Peggy Derrick, with EA Engineering. We've been monitoring at Poplar Island before construction, during construction, and we continue to monitor the exterior environment outside the facility since inflow began in 2001. We have a very comprehensive water quality monitoring program, sediment quality monitoring program, we also do tissue studies - clams that we collect from Poplar Harbor - and we do benthic community studies. Looking at potential effects of discharges that are coming out of the facility on the exterior environment. Sulfides are one of those things that we do monitor both in the sediment and in water quality.

*Darrin Lowery* - Are you using calcium carbonate or shell to process...

*Peggy Derrick* - At this point in time, there is no treatment of any of the discharges. There are certain limitations that the state has established for the discharges that are coming directly through the spillways.

*Scott Johnson* - I'll tell you, we talked about this earlier - we're monitoring the heck out of it out there, and we are meeting all the requirements.

*Peggy Derrick* - And all the data is available for anyone.

*Jen Harlan* - I'm Jen Harlan from Maryland Environmental Service. MES does all the discharge monitoring and we work very closely with the Maryland Department of the Environment - that [the sulfides] is a concern that they have. That [elevated sulfide concentrations] they have seen at other facilities. So, we [MES] do actually quarterly reports, we check in with them [MDE] once every three months and see all the results and try and figure out what is going on and help them make decisions about the Water Quality Certification that we have and the wetlands permit that we have...that we haven't

gone over any of the ranges that we have, they [MDE] are watching that to see what happens. And, we do daily, any time that we discharge, we are taking daily samples.

*Scott Johnson* - We also, just to carry it a little farther through, one of the goals of the project ultimately was to funnel - right now we have discharges because we lose a lot of water from the project that discharge back to the Bay - ultimately this project is intended to funnel water off of the uplands, through the wetlands and let the wetlands act as a filter.

*Darrin Lowery* - This also may have been addressed earlier, but the impact to the changing of the [project] footprint - will it affect any erosion on the mainland because you are basically channelizing...the one thing that I have seen is, is on the mainland there just north of the Narrows, island, big island it's a coastal barrier because of the construction of a .... sort of channelizing the wave energy between what was, I'm not sure what you would want to call it and what is now a, I guess a.... effectively, the erosion has accelerated, at least on that island, I'm pretty sure on the mainland as well... but you can see the shift in coastal beach formation and energy and, any additional expansion of the [project] footprint - has there been any effort to monitor that sort of change to the mainland?

*Scott Johnson* - That question has probably already been asked three or four times...not as a group, so it's worth answering again for everybody's sake. We have done some of that modeling of our existing island. We will do [current modeling for] whatever configuration we ultimately choose. We don't know [yet] which configuration we'll ultimately look at, there will be broader modeling done to determine if there will be any impacts to the shoreline by changes in velocity, changes in sediment deposition - anything like that will have to be looked at as part of the process.

*Gwen Meyer* - Are there other questions or comments that came to mind? We've had a lot of good questions already but we have time for a couple more. I guess with that, I did want to remind you that the comment cards are in your packets if you decide to mail them in, that would be great, or hand them to people that you know. We'll be around for as long as you want us to stay and answer questions. Thank you again, thanks for coming.

9:00 PM meeting concluded

## REGISTRATION / SIGN-IN SHEET

Public Scoping Meeting for Poplar Island Expansion Study  
 Tughman Elementary School  
 January 15, 2004

#	Name	Affiliation	Address	Email	Add to Mailing List?		Receive Copy of Draft SEIS?		Do you have prepared comments?		
					No	Yes	No	Yes	No	Yes	
1	JAN REESE	MES	INFORMATION WITHHELD FOR CONFIDENTIALITY REASONS			<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes
2	Paul Zelinske	Jefferson Island				<input type="radio"/> No	<input checked="" type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes
3	MIKE RICHARDS	CHARLOTTS				<input type="radio"/> No	<input checked="" type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes
4	RAY MAYFIELD	Interested Citizen				<input type="radio"/> No	<input checked="" type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes
5	Cliff Williams	"				<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes
6	ANDY + LILLIS	TALBOT COUNTY				<input type="radio"/> No	<input checked="" type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes
7					<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	
8					<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	
9					<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	
10					<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	
11					<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	
12					<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	
13					<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	
14					<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	
15					<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	
16					<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	
17					<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	
18					<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	
19					<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	
20					<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	
21					<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	
22					<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	
23					<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	
24					<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	
25					<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	
26					<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	
27					<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	
28					<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	
29					<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	
30					<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	

## REGISTRATION / SIGN-IN SHEET

Public Scoping Meeting for Poplar Island Expansion Study  
 Tilghman Elementary School  
 January 15, 2004

#	Name	Affiliation	Address	Email	Add to Mailing List?	Receive Copy of Draft SEIS?	Do you have prepared comments?
1	CAPT. CHRIS RICHARDS	CUOOTEZ BOAT LOC	INFORMATION WITHHELD FOR CONFIDENTIALITY REASONS		No <input type="checkbox"/> Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/> Yes <input checked="" type="checkbox"/>	No <input checked="" type="checkbox"/> Yes <input type="checkbox"/>
2	Jane Magfield				No <input type="checkbox"/> Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/> Yes <input checked="" type="checkbox"/>	No <input checked="" type="checkbox"/> Yes <input type="checkbox"/>
3	FRAN FULANIGAN	CAC			No <input type="checkbox"/> Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/> Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>
4	DAPHNIE LOWERY				No <input type="checkbox"/> Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/> Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>
5	DARLENE REISER				No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>
6					No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>
7					No <input type="checkbox"/> Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>
8				No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	
9				No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	
10				No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	
11				No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	
12				No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	
13				No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	
14				No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	
15				No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	
16				No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	
17				No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	
18				No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	
19				No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	
20				No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	
21				No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	
22				No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	
23				No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	
24				No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	
25				No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	
26				No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	
27				No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	
28				No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	
29				No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	
30				No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	

## REGISTRATION / SIGN-IN SHEET

Public Scoping Meeting for Poplar Island Expansion Study  
 Tilghman Elementary School  
 January 15, 2004

#	Name	Affiliation	Address	Email	Add to Mailing List?	Receive Copy of Draft SEIS?	Do you have prepared comments?
1	JANICE PIER		INFORMATION WITHHELD FOR CONFIDENTIALITY REASONS		No <input type="checkbox"/> Yes <input checked="" type="checkbox"/>	No <input checked="" type="checkbox"/> Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/> Yes <input type="checkbox"/>
2	LARRY PIER				No <input checked="" type="checkbox"/> Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/> Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/> Yes <input type="checkbox"/>
3	MARY KELLOGG				No <input checked="" type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>
4	HALL KELLOGG				No <input checked="" type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>
5	WENDY FANKHAUS				No <input checked="" type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>
6	HILARY SPENCE				No <input checked="" type="checkbox"/> Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/> Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/> Yes <input type="checkbox"/>
7					No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>
8					No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>
9					No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>
10					No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>
11					No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>
12					No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>
13					No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>
14					No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>
15					No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>
16					No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>
17					No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>
18					No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>
19					No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>
20					No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>
21					No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>
22					No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>
23					No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>
24					No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>
25					No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>
26					No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>
27					No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>
28					No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>
29					No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>
30					No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/> Yes <input type="checkbox"/>

**Public Update Meetings and Materials (March 2004  
through April 2005)**

**Maryland Sportsfishermen's Association (MSSA) Meeting Minutes**  
**June 1, 2004 7:30 P.M.**

Prepared by: Mark Mendelsohn, Biologist Baltimore District, USACE  
Purpose: Update on Midbay Island and Poplar Island Expansion studies.

I gave a presentation on these projects at this meeting. About 25 members attended. Most were representatives of the 13 county chapters. I gave an overview of the projects, study process, and solicited comments for this meeting and also for throughout the study process. I was ably supported by Dr. Steve Storms (MPA), and Ms Jane Boraczek, (EA).

MSSA supports island restoration using clean dredged material, will provide written comments on the reports when available, and would requested to be put on the distribution list for reports.

MSSA opposes open water placement of dredged material.

There was support for restoration on the western side of both James and Barren Islands.

There were questions about whether the Mid-bay Islands would have the same wetland uplands proportions as Poplar Island. I said that this issue is still being studied and that there is a capacity trade-off between uplands and wetlands. I emphasized that these projects need to serve an environmental restoration function and aren't being considered as "traditional" placement sites that are designed only for capacity and not for restoration

Supportive remarks were made about the existing Poplar Island project. I offered tours to the group. I was asked if I would speak to the county chapters if requested. I said sure.

Capt. Clint Waters of Dorchester County offered to provide information on the James Island area where he fishes. He said that the channel shown on the map was indeed used.

Mr. Bill Hubert is doing a lot of work with reefballs made by volunteers. He would like to see them used for shoreline protection and to create shallow water habitat.

Capt. Bruno Vasta has been recently appointed by Governor Ehrlich to serve as Maryland Commissioner to the Atlantic States Marine Fisheries Commission. He asked if he could meet with me to talk about reef creation using various materials and to learn more about Corps activities. He said that he is interested in ensuring that material that is placed to create reefs fits the site and purpose. I told him I would be glad to meet with him and that I review the Bay program's Fisheries Management Plans as a member of the Living Resources Subcommittee. I'll request staff from Corps Regulatory if needed.

There was a question on how long Poplar Island would survive. I responded that I don't know, but we are designing for sustainability given some of the global warming, erosion, and sea level rise predictions we have seen. I also said the site is armored and is 20 feet high in some places.



Actions:

Chris Spaur: please call Mr. Bill Huppert about using reefballs for shoreline erosion protection

Angie Sowers: please call Capt. Clint Waters about fish resources around James Island

Mark Mendelsohn: send more Poplar Island brochures to Capt. Novoty

Prepared by:

Mark Mendelsohn  
Biologist, USACE

**MEMORANDUM FOR RECORD:**

Subject: June 15, 2004 7:30 P.M. Meeting with Carroll County Chapter Maryland Saltwater Sportsfishermen's Association. (MSSA) on Midbay Island and Poplar Island Expansion studies.

Prepared by: Mark Mendelsohn, Biologist Baltimore District, USACE, July 12, 2004.

I gave a presentation on these projects at this meeting. About 50 members attended. I gave an overview of the projects, study process, and solicited comments for this meeting and also throughout the study process. I was ably supported by Mr. Nat Brown (MPA).

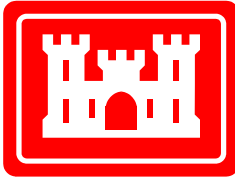
Summary:

There was support for both projects. James Island had much support. There were questions on Poplar construction materials and the time frame to construct a project at James Island. There was a concern about the rate of erosion at James.

I mentioned that I would be talking to the Middle River Chapter on August 17<sup>th</sup>.

Prepared by:

Mark Mendelsohn  
Biologist, USACE



U.S. Army Corps  
of Engineers  
Baltimore District

## FACT SHEET

### Poplar Island Environmental Restoration Project Talbot County, Maryland April 2004



Maryland Port  
Administration

**Type of Project:** Environmental Restoration

**Project Phase:** Construction

**Authorization:** Section 204 of the Water Resources Development Act of 1992, as amended by Section 207 of the WRDA of 1996; Section 318 of the WRDA of 2000

**Congressional Interest:** Entire Maryland delegation.

**Non-Federal Sponsor:** State of Maryland, Department of Transportation, Maryland Port Administration

**Goals:**

- Restore remote island habitat in mid-Chesapeake Bay using clean dredged material from the Chesapeake Bay approach channels to the Port of Baltimore
- Optimize site capacity for clean dredged material while meeting the environmental restoration purpose of the project
- Protect the environment around the restoration site

**Background:** Poplar Island is located in the upper middle Chesapeake Bay approximately 34 nautical miles southeast of the Port of Baltimore and 2 miles northwest of Tilghman, Maryland (see map). From a size probably exceeding 1,100 acres in the 1800s, the original natural island had eroded and split into four separate islands together totaling only 5 acres in the mid-1990s. The project aims to restore Poplar Island to its approximate size in 1847 using clean dredged material from the Chesapeake Bay approach channels to the Port of Baltimore. The plan for rebuilding of the island has been developed through the cooperative efforts of many federal and state agencies, as well as private organizations.

**Design Features:** The restoration of the island involves placing approximately 40 million cubic yards of dredged material behind 40,000 feet of containment dikes to create a 1,140-acre island with equal shares of tidal marsh and upland habitat. Of the proposed 570 acres of tidal marsh, 80 percent will be developed as low marsh and 20 percent as high marsh.

**Construction—Infrastructure:** Phase I, completed in March 2000, involved construction of a dike to elevation 10 feet above mean lower low water (MLLW) enclosing 640 acres for the northern portion of the island (Cells 1, 2, and 3). The dike around upland Cell 1 was raised to 20 feet MLLW in December 2000. Phase II, completed in February 2002, involved the construction of a dike around the remaining 500 acres of the island (Cells 4, 5, and 6), except for a 1,000-ft gap left in Cell 6 for access to the interior of the island for offloading dredged material. In September 2003, Tropical Storm Isabel caused two breaches in the dike that were subsequently repaired. Future phases of dike construction involve closing the gap in Cell 6 and incrementally raising the dikes in the upland areas to an interim elevation of 23 feet MLLW. After filling is complete and the dredged material has dried and consolidated to its final elevation, the upland dikes will be lowered to 20 feet MLLW.

Filling of the island with dredged material from the approach channels to the Port of Baltimore began in April 2001. By the end of the first season, January 2002, approximately 6.7 million cubic yards had been placed in Poplar Island. In the second and third years, approximate placement volumes were 1.1 million cubic yards (November 2002 to January 2003) and 0.8 million cubic yards (October to November 2003).

**Construction—Habitat Development:** As the dredged material continues to be placed and shaped on the island, wetland and upland cells will be planted. The first wetland planting occurred in a small test cell in April 2002. In the summer of 2003, the Corps and MPA completed a larger wetland demonstration cell (Cell 4DX), consisting of sand substrate, tidal channels, and low marsh and high marsh plants. The first wetland cell built with dredged material (Cell 3D) is programmed for planting in summer 2005.

**Planning for Possible Expansion:** In 2003, the Corps and MPA began preparing a General Reevaluation Report and Supplemental Environmental Impact Statement to investigate possible expansion of the capacity of Poplar Island. Alternatives include raising the final design height of the upland cells and/or constructing a lateral expansion of the island. Other project changes being studied are environmental enhancements on Poplar Island and within Poplar Harbor, increased recreational and educational opportunities, and potential acceptance of dredged material from additional channels.

**For more information** regarding Poplar Island, contact:

- U.S. Army Corps of Engineers, Baltimore District. Mr. Scott Johnson, 410-962-3455  
Email: Scott.Johnson@nab02.usace.army.mil or PoplarIsland@nab02.usace.army.mil  
Poplar Island web site: [www.nab.usace.army.mil/projects/Maryland/PoplarIsland/index.html](http://www.nab.usace.army.mil/projects/Maryland/PoplarIsland/index.html).
- Maryland Port Administration. Mr. Frank Hamons, 410-631-1102  
Email: fhamons@mdot.state.md.us or mpasafepassage@mdot.state.md.us.  
MPA projects web site: <http://www.mpasafepassage.org/projects/projects.htm>.



Figure 1-1. Site Location Map.



# Safe Passage

Sharing the Bay

DMMP	Projects	FAQ	MPA Home Page	Links	MPA News
------	----------	-----	---------------	-------	----------

## Dredging FAQ

- Why does the port dredge?

The Port of Baltimore dredges to maintain safe passage so that the world's commercial vessels can continue call at Maryland's port. Just as trucks need highway lanes and freight cars need track, vessels need safe and navigable sea-lanes - and these highways to the port need maintenance just like roads and rails.

Constructing and maintaining navigational channels is known as dredging. By dredging the sediments that would otherwise block access to our port, we provide safe, navigable waterways for the vessels carrying goods to and from Baltimore.

- What does the port dredge?

The port dredges the clay, sand, silt and sediments that collect at the bottom of the Chesapeake Bay. These sediments are primarily the result of erosion throughout the Bay's entire watershed, including areas of New York and Pennsylvania. Flowing water naturally breaks down rock and soil, a process accelerated by heavy rains and manmade factors.

The vast majority of the sediments come from the hundreds of small and large streams and rivers that flow into the Chesapeake. The constant movement of currents and tides and the effects of wind and rain contribute to this accumulation. On average, the port must remove four to five million cubic yards of material each year from berths, anchorages, and sections of the more than 125 miles of channels that serve Baltimore's international shipping industry.

- What is in the dredged material?

The dredged material is clay, sands, silt and other natural sediments that end up in the navigational channels. Scientists most familiar with the Bay report that dredged materials are comprised of the same materials found in other locations on the bottom of the Bay.

- Where is this dredged material placed?

The material is placed in sites approved by the state and in accordance with governmental requirements for managing dredged material. Because of the Chesapeake Bay, Maryland has understandably high standards in this regard. The state first looks for a beneficial use project to create or enhance some aspect of life in the Bay. Beneficial uses can include creating new wetland, fish, shellfish or upland habitat, or restoring an eroded island, as is the case with Poplar Island. Habitat development is also the focus of a current project on Hart Miller Island.

For an understanding of the process now underway for selecting placement sites, please see the section on the Dredged Material Management Program.

- How does dredging affect the Bay and marine life?

All bay activities - whether they are human activities like fishing, crabbing, and boating or natural occurrences like storms and the tide - have an effect on the Bay and the life it supports. Dredging is no exception, which is why the Port of Baltimore works with state and federal resource agencies and environmental interest groups to look for the least intrusive ways to keep Baltimore's channels safe. The goal is to maximize the positive

impact and minimize the negative.

- What is the Dredged Material Management Program?

The Dredged Material Management Program is the vehicle through which the state develops its long-term dredging plan for the port. This open, science-based process relies on three hard-working committees - a citizen, management and executive committee - augmented by several scientific working groups. The working groups continuously review and recommend studies to examine the environmental and social implications of potential deposit sites.

- Is it possible for dredging efforts to actually benefit the state?

Yes - on two counts. First, the flow of international commerce through Baltimore is an enormous generator of jobs and revenue - and dredging is an absolute prerequisite to maintain the port. The jobs of more than 126,000 Marylanders are in some way related to the movement of cargo across Baltimore's docks. The port is the state's second largest economic engine, generating billions in business and government revenues.

Second, finding beneficial uses of dredged material can enhance the Bay. Although these projects are more costly than alternative methods, enhancing the Bay is a top priority for the State and the Maryland Port Administration. Beneficial use projects can restore eroding areas and create new habitats.

For more information on projects that can enhance the Bay, please go to the Program section of this website.

- Are any new-work projects currently underway?

The Port is currently engaged in the Baltimore Harbor Channels and Anchorages project. Like every new project, it is undertaken to ensure the safest and most efficient passage to and from Baltimore's docks. Once the Harbor and Anchorage project is complete, vessels that previously had to anchor in Annapolis will be able to anchor in Baltimore until a berth is ready. This project also provides a turning basin at the head of the Fowling Channel, providing for safely turning large vessels arriving and departing the Port and promoting a smoother and more safe flow of goods in our region.

- What is the status of the Chesapeake and Delaware Canal deepening project?

The Chesapeake and Delaware Canal (C&D) is a 16-mile northern access route that provides a critical shortcut for ocean vessels. This canal provides a water route for goods to travel between the Port of Baltimore and northern destinations.

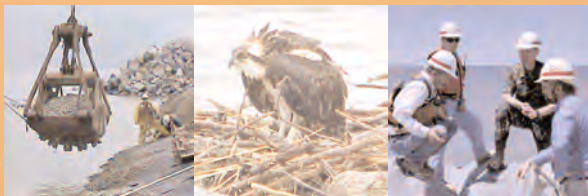
At issue is its depth - which at 35 feet is five feet less than the standard depth of most U.S. ports and too shallow to accommodate a growing number of commercial ships.

While the Port of Baltimore community believes that deepening the C&D Canal is in the best economic interests of Maryland, the state cannot receive federal aid for this project unless an analysis by the Army Corps of Engineers shows a national benefit. In 2002, believing it unlikely that the Corps' economic analysis would support federal interest, the Maryland Port Administration asked the Corps to reclassify the C&D project to the deferred category. As trade conditions improve and cargo at the Port grows, the C&D project may be taken out of deferred status and the economic feasibility of deepening reconsidered.



**US Army Corps  
of Engineers** ®  
Baltimore District

# Restoring Poplar Island



**A National Model for Beneficial  
Use of Dredged Material**





## Introduction

Poplar Island, recently on the verge of extinction, is today a national model for habitat restoration and the beneficial use of dredged material. Just off the Chesapeake Bay coastline, about 34 miles south of Baltimore near Talbot County, Md., Poplar Island is being returned to its former size and important ecological function while helping to ensure the economic vitality of the region.

## Island history

In 1846, Poplar Island boasted more than 1,000 acres. During the early 1900s, the island supported a thriving community of about 100 inhabitants, several farms, a school, a church, a post office and a saw mill. By the 1920s, residents began leaving the island as more and more of its landmass fell victim to erosion. In the 1930s, a group of politicians bought the island, and in the following years, the island served as a popular vacation retreat



H. Robins Hollyday Collection, Historical Society of Talbot County

*First aerial photo of Poplar Island, taken in the early 1900s.*

for Presidents Franklin D. Roosevelt and Harry S. Truman. However, the island continued to erode. By the early 1990s, all that remained were several

small clusters of islets rising just above the surface of the water. Reduced to about four acres, Poplar Island's disappearance seemed imminent.



*Aerial photo of Poplar Island prior to restoration.*



*September 2001 aerial photo of Poplar Island.*



## Beneficial use - a “win-win” concept



Surveying for perimeter dike construction.

Rather than let the island disappear, an interagency team from the U.S. Army Corps of Engineers, Maryland Port Administration, and many other federal and state environmental agencies decided in 1994 that the island was worth saving. The project's partners began soliciting input from local communities, businesses and environmental groups about ways to accomplish this effort. They decided to

explore the possibility of using dredged material from the navigational channels leading to the Port of Baltimore to rebuild the island to its approximate 1847 footprint.



Dredging of the Chesapeake Bay shipping channels.

The Port of Baltimore, as well as most other U.S. harbor and channel systems, must be dredged in order to stay open and remain competitive. The many rivers that flow into the Chesapeake Bay bring a constant supply of fine silt, which settles into the shipping channels. To keep the waterways safe and the port economically viable,

“With this project, two of Maryland’s most important assets—the Chesapeake Bay and the Port of Baltimore—are being immeasurably enhanced. It begins a new era for the Port and the Bay and proves that environmental and economic goals can work hand in hand,” said U.S. Senator Paul S. Sarbanes, August 1998.

routine maintenance dredging has to be done. This has led to the increasing challenge of finding suitable placement areas for the material.

Following the necessary environmental studies, government, business, conservation and civic groups and other stakeholders decided that rebuilding Poplar Island was not only viable but could create over 1,000 acres of diverse habitat. In rebuilding the island, dredged material would be placed and shaped to create wetland and upland habitat that would serve as home to many of the Bay’s treasured wildfowl. Their decision is seen by most as a “win-win” solution.

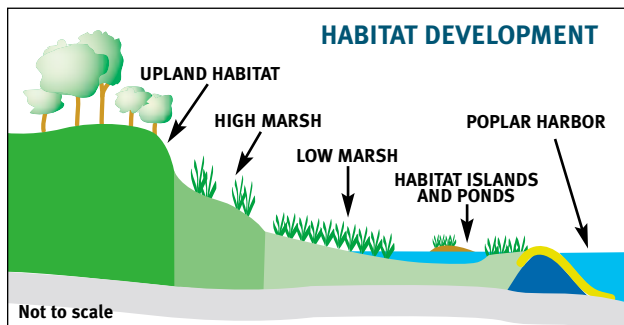


Since the early stages of its construction, the island has attracted a variety of wildlife, such as the Least Tern, left, and the Blue Heron shown below.



## Rebuilding an island

Beginning with a cluster of low, marshy knolls and tidal mud flats, engineers first constructed more than 35,000 feet of containment dikes using sand, rock and stone. Within the dikes, clean dredged material is pumped and





*Behind reinforced dikes built around the perimeter of the Island, workers offload the dredged material from barges. It is sent through a pipeline to the appropriate place on the island for use in habitat development.*



allowed to properly drain to maximize the island's placement capacity, which is about 33 million cubic yards of material over the 16-year life of the project. The material is then shaped to create 1,140 acres of equal shares of wetland and upland habitat.

Shortly after the first dredged material was placed on the island in the spring of 2001, ospreys, egrets, terns, herons, eagles and other wildfowl began to call the newly created island home. Over time, other important ecological changes will occur. As the wetlands mature, they will serve as a natural filter to improve water quality and as valuable habitat for birds, crabs, small fish and shellfish. Extensive engineering work has gone into the wetland development because this effort contributes significantly to the restoration goals for the Chesapeake Bay.

## The Port of Baltimore

In 1706, when Maryland's colonial legislature first established the port that would mature into the Port of Baltimore, ships were small and easily accommodated in the Patapsco River. Since the founding of Baltimore in 1729, the city and port have prospered and grown steadily. As ships have become larger, deeper and wider channels and regular maintenance of the channels have been needed to assure safe operation.

The Port of Baltimore is one of the largest and most modern seaports in the nation. The Port's activities contribute some \$1.4 billion to Maryland's economy and directly generate \$140 million in tax revenues for state and local governments

every year. The Port provides jobs for more than 18,000 people, and more than 126,000 Maryland jobs are associated with cargo and vessel activity at the Port.



*Container ships unload at Baltimore's Seagirt Marine Terminal.*

## The island's future

As Poplar Island continues its resurgence, engineers, scientists and others from around the country will closely monitor its success.

When the rebuilding of the island is complete, the State of Maryland will manage its long-term stewardship. Many believe the restoration of this island and its habitat will serve as an important link in the ecological chain that anchors the Chesapeake's incomparably rich natural bounty.



*Native grasses and plants were planted on the island to prevent erosion.*

For more information, contact the



**US Army Corps  
of Engineers®**

Baltimore District

P.O. Box 1715

Baltimore, Maryland 21203

Phone: 410-962-2809

Email: [Scott.Johnson@usace.army.mil](mailto:Scott.Johnson@usace.army.mil)



**Maryland Port Administration**

The World Trade Center

Baltimore, Maryland 21202

Phone: 410-631-1102

Email: [dbibo@mdot.state.md.us](mailto:dbibo@mdot.state.md.us)

# POPLAR ISLAND EXPANSION STUDY

October 6, 2004 Public meeting

PIES team Oct 6 attendees:

Mike Snyder, Gwen Meyer, Mark Mendelsohn; USACE-Baltimore

Nat Brown, Maryland Port Administration

Lincoln Tracy, Jen Harlan, Chrissy Albanese; Maryland Environmental Service

Peggy Derrick, Jane Boraczek, Karin Olsen, Sarah Koser; EA Engineering

Elizabeth Price, Lisa Wainger; UMCES

Fran Flanigan

**5 PM Set-Up** Meet at Tilghman Island Elementary School

**6-7 PM Displays**-one on one discussions with the public regarding expansion

Display Boards:

- Original 7 alignments (plus breakwater) with borrow areas, oyster bars, cultural anomalies incorporated; plus brief text describing the constraints (environmental, cultural, and engineering) leading to elimination from consideration (2 boards total)
- Existing project (aerial photograph from MPA/new aerial from Justin?) (1 board)
- Current cell development in existing project (from USACE)(1 board)
- Channels from which material placed in Poplar is dredged (1 board)
- Currently recommended alignment with only wetland/upland designation (only one sub-cell identified – with existing Poplar Island grayed out or similar) (1 large board for Mike to use; 1 smaller board to included on display with original alignments)
- Supplemental studies summary/locations/pictures (1 board)
- UMCES board- viewshew analysis presentation (1 board)
- Display with pictures of current Poplar recreation/wetlands/cell 4DX/wildlife

**7-8 PM Meeting Purpose**

**Meeting Purpose:** As stated during the Jan. 04 PIES scoping meetings, the Corps and MPA would return when a tentative plan was determined and before the SEIS and GRR were completed.

**Presentation Schedule**

<b>Section</b>	<b>Presenter</b>	<b>Minutes</b>	<b>Total</b>
Welcome	Gwen Meyer	1	1
Background/Need	Nat Brown	2	3
Plan Formulation	Gwen Meyer	3	6
Q&A on Intro		5	11
Current Alignment	Mike Snyder	10	21
Q&A on Alignment		10	31
Viewshed Analysis	Elizabeth Price	7	38
Q&A on Viewshed		7	45

---

## **Presentation Schedule (cont)**

<b>Section</b>	<b>Presenter</b>	<b>Minutes</b>	<b>Total</b>
PIERP/Recreation/Monitoring	Mark Mendelsohn	7	52
Q&A on Recreation		7	59
Schedule	Gwen Meyer	2	61
OPEN Q&A PERIOD		30	

## **9 PM Finish and Clean-Up**

### **Other notes:**

- Room will be set up in a U-shape to increase interaction
- EA will bring wireless microphone
- EA will tape meeting and prepare meeting minutes
- Handouts will include: Poplar newsletter (Gwen), current bird list (Mark/MES), Poplar brochure (EA still has some from last meeting); comment cards (EA); distance to points of interest (EA)
- See attached list for details and responsible parties.



## Poplar Island Expansion Study (PIES)



General Reevaluation Report and Supplemental Environmental Impact Statement

### Public Update Meeting

October 6, 2004

Ms. Gwen Meyer, Moderator  
U.S. Army Corps of Engineers, Baltimore

Poplar Island Expansion Study



## Meeting Agenda and Format



- Poplar Island Expansion Study Need
- Alternatives Plan Formulation Process
- Current Recommended Alignment
- Simulated Expansion Views
- Existing Poplar Island Environmental Restoration Project (PIERP):
  - Successes, monitoring, and recreational enhancements
- Project Schedule
- Public Comments and Input

Poplar Island Expansion Study



## Poplar Island Environmental Restoration Project (PIERP)



Poplar Island Expansion Study



## Existing PIERP Environmental Objectives



- Create tidal marsh habitat for Chesapeake Bay fish and wildlife
- Create bare or sparsely vegetated islands as nesting habitat for colonial waterbirds (such as terns)
- Create vegetated islands for waterbirds (such as egrets and herons)
- Create a diversity of habitat types for fish and wildlife
- Create quiescent conditions for SAV recovery
- Minimize and offset loss of benthic habitat

Poplar Island Expansion Study



## Project Background and Need



### Maryland Port Administration (MPA)

Mr. Nathaniel Brown  
Environmental Planner

(410) 631-1102

[nbrown2@mdot.state.md.us](mailto:nbrown2@mdot.state.md.us)

Poplar Island Expansion Study



## Dredged Material Management Plans (DMMP)



- **Corps' DMMP:** Required to show sufficient capacity for the placement of dredged material for at least 20 years. Preliminary Assessment identified the need to evaluate expansion of Poplar Island.
- **State of Maryland's DMMP:** The Maryland Port Administration has been directed to evaluate expansion alternatives for Poplar Island.
- For more information:
  - ◆ <http://www.nab.usace.army.mil/projects/Maryland/DMMP/index.html>
  - ◆ [www.mpasafepassage.org](http://www.mpasafepassage.org)

Poplar Island Expansion Study

**Chesapeake Bay Channel dredged material currently being placed at Poplar Island :**

- Cutoff Angle
- Craighill Upper Range
- Craighill Channel
- Craighill Entrance
- Craighill Angle
- Tolchester Channel
- Swan Point Channel
- Brewerton Channel Eastern Extension

**PIES Plan Formulation Objectives**

- Maintain consistency with existing Poplar Island project and the on-going Mid-Chesapeake Bay Island Study
- Restore and enhance marsh, aquatic, and terrestrial island habitat
- Attention to Public and Agency concerns
- Protect existing island ecosystems, including sheltered embayments, and reduce erosion
- Optimize capacity for placement of dredged material
- Evaluate recreation and education opportunities

*Poplar Island Expansion Study*

**PIES Plan Formulation Process**

- Identify constraints and design assumptions:
  - Oyster bars, foundation suitability, cultural resources, borrow area locations, public and agency concerns
- Determine all potential alignments (+70) and reduce using screening criteria
- Maximize capacity and environmental benefits of recommended alignment
- Calculate environmental and economic benefits and costs of proposed expansion alternatives

*Poplar Island Expansion Study*

**PIES Plan Formulation Screening**

Primary Screening Criteria:

- Potential Alignment Capacity and Cost
- Watermen usage
- Local public concerns of viewshed, noise, and keeping height comparable to area topography
- Agency concerns
- Environmental benefits
- Engineering suitability

*Poplar Island Expansion Study*

**PIES Supplemental Environmental Studies**

Through coordination with other agencies, the following additional environmental studies are being conducted in the proposed expansion area:

- SAV survey
- Finfish survey
- Commercial clam survey
- Crab pot survey
- Benthic community survey
- Sediment quality



*Poplar Island Expansion Study*


**Plan Formulation – Northern Alignment Recommended**

- Northern alignment has the most favorable foundation material to support construction of the containment dikes
- Sufficient sand borrow exists within the footprint of the northern alignment and access channel
- Opportunities for additional environmental enhancements include:
  - Poplar Harbor protection
  - Potential for SAV establishment
- Can avoid oyster bars and cultural resource areas



*Poplar Island Expansion Study*



 **Current Recommended Northern Alignment** 



*Poplar Island Expansion Study*

 **Current Recommended Alignment** 



U.S. Army Corps of Engineers, Baltimore


Mr. Michael Snyder, P.E.  
Project Engineer

(410) 962-4772



[michael.r.snyder@nab02.usace.army.mil](mailto:michael.r.snyder@nab02.usace.army.mil)

*Poplar Island Expansion Study*

 **Current Recommended Northern Alignment** 



*Poplar Island Expansion Study*

 **Viewshed Analysis** 



University of Maryland, Center for Environmental Studies

Ms. Elizabeth Price

(410) 326-7432

[eprice@cbl.umces.edu](mailto:eprice@cbl.umces.edu)

*Poplar Island Expansion Study*

 **Successes, Monitoring, and Recreation** 

U.S. Army Corps of Engineers, Baltimore

Mr. Mark Mendelsohn  
Biologist

(410) 962-9499

[Mark.Mendelsohn@nab02.usace.army.mil](mailto:Mark.Mendelsohn@nab02.usace.army.mil)

*Poplar Island Expansion Study*







## PIERP Environmental Achievements to Date:



- Diamondback terrapin nesting habitat
- Cell 4DX - cell design, planting studies
- Wetlands in the notch area
- Least tern and other bird habitat
- Quiescent conditions in Poplar Harbor
- Reef structure and recreational fish habitat
- Educational tours
- Oyster sanctuary and reserve

Poplar Island Expansion Study



## Monitoring at Poplar Island



The current monitoring program at Poplar Island includes the following components:

- Discharge Monitoring
- Exterior Monitoring (water, sediment, organisms)
- Bird Utilization
- SAV growth in Poplar Harbor
- Diamondback Terrapin Monitoring

Poplar Island Expansion Study

Upland Planting - 2002



Upland Plants - 2003



Cell 4DX - 2003



Diamondback Terrapin Hatchlings







**Bird Habitat**



**Educational Tours**



## Recreational Components




---


Must be consistent with Remote Island Habitat Objectives such as:

- Nature Trails
- Educational Signage
- Wildlife Observation areas or kiosks
- Volunteer Opportunities
- Educational Opportunities for students

*Poplar Island Expansion Study*




## Important Expansion Study Milestones




---

• Public Scoping Meetings	January 2004
• Alternative Plan Development	May 2004
• Evaluate Alternatives	August 2004
• <b>Public Update Meeting</b>	<b>October 2004</b>
• Release Draft GRR/SEIS for Public Comment	June 2005
• Public Information Meetings	July 2005
• Final GRR/SEIS	December 2006
• Complete Study - Record of Decision	February 2006

*Poplar Island Expansion Study*




## Public Comments




---

- Feel free to provide comments at this meeting, via mail (comment cards), phone, fax, or e-mail.
- Comments should be submitted by **November 12, 2004**.
- All comments and comment responses will be included in the General Reevaluation Report (GRR) and Supplemental Environmental Impact Statement (SEIS).
- For comments this evening: please follow the number order you were provided during registration and clearly state your name

*Poplar Island Expansion Study*



## Thank You for coming!

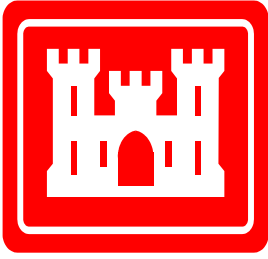


---

[Poplar Island Expansion Study Website:](http://www.nab.usace.army.mil/projects/Maryland/PoplarIsland/expansion.html)

<http://www.nab.usace.army.mil/projects/Maryland/PoplarIsland/expansion.html>

*Poplar Island Expansion Study*



US Army Corps of Engineers  
Baltimore District



Maryland Port Administration  
Maryland Department of Transportation

# Poplar Island Expansion Study

Volume 1, Issue 1

August 2003

## Expansion of Poplar Island to be investigated

A General Reevaluation Report (GRR) with an integrated Supplemental Environmental Impact Statement (SEIS) is being undertaken to investigate the potential to expand the current Poplar Island Environmental Restoration Project (PIERP). This GRR is sponsored by the U.S. Army Corps of Engineers, Baltimore District, and the Maryland Department of Transportation under the auspices of the Maryland Port Administration.

### What is a General Reevaluation Report?

The GRR is a decision document that will comply with the National Environmental Policy Act (NEPA) through supplemental documentation to the existing Poplar Island EIS. An integrated SEIS addressing raising the dikes above the authorized height of 23 feet and proposed footprint expansion alternatives will be prepared. If during the study period it is determined that an EIS is not needed to comply with NEPA, an Environmental Assessment (EA) would be prepared instead.

### Study Authorization

This GRR is being conducted under the existing PIERP authorization, section 537 of the Water Resources Development Act of 1996 (WRDA96). Certain proposed project modifications may be able to

*(continued on page 2)*

## Poplar Island Environmental Restoration Project

The current Poplar Island Environmental Restoration Project (PIERP) was envisioned for construction during a 24-year period through the placement of up to 2 million cubic yards (mcy) of dredged material per year. The actual dredged material placement at Poplar Island has increased beyond planned levels due to the continued need to improve and to maintain the Chesapeake Bay approach channels to the Port of Baltimore and the restrictions of other placement options.



*Current Poplar Island Environmental Restoration Project*

Some of the specific habitat restoration objectives Include:

- Create nesting habitat for ground-nesting colonial water birds that nest on isolated bare or sparsely vegetated islands.

*(continued on page 3)*

(continued from page 1)

be implemented without further Congressional authorization, subject to section 902 of the Water Resources Development Act of 1996 (WRDA96), which limits cost increases in authorized projects to 20 percent. Other modifications would require Congressional authorization.

## Public Involvement

A Notice of Intent (NOI) to initiate the GRR and SEIS was published in the June 5, 2003, edition of the *Federal Register*, Volume 68, Number 108, page 33685. The NOI describes and explains what the GRR and SEIS will evaluate and investigate.

A public meeting is planned to be held in Talbot County, Maryland, to present details on the GRR and SEIS and to allow the public to comment on the investigation into possibly expanding the current PIERP. Notification of when this meeting is to be held will be mailed to individuals and agencies on the Corps' mailing list and advertised in local newspapers.

## Areas to be Investigated in the GRR

The Baltimore District proposes that the Poplar Island expansion GRR further investigate and fully evaluate solutions to increase the placement capacity and environmental benefits at Poplar Island by dike raising in the upland cells of the island and/or expanding the footprint with additional enhancements. Some of these include:

- Dike Raising –

The study will evaluate raising the upland cell dikes (Cell Nos. 2 and 6) above the authorized height of 23 feet mean lower low water at Poplar Island to an unspecified elevation to be determined during the study. This modification is not expected to change the beneficial use of the project. This alternative may increase placement capacity by 10 to 20 million cubic yards or more depending on the final elevation.

- Expansion of the Existing Footprint –

Expanding the footprint of the island to increase the placement capacity and to realize additional environmental benefits will be studied. Proposed alignments will consider potential expansion along the northeastern and southern sides of the island. All

alignments would increase dredged material capacity and add environmental habitat. The northeastern alignment may also provide increased protection from wave action to Poplar Harbor and Jefferson Island.

- Environmental Enhancements -

Poplar Harbor – To the east of the Poplar Island project is Poplar Harbor. This area is protected from the wave energy of the open Chesapeake Bay by the project to the west, Coaches Island to the south, and Jefferson Island to the north. One of the goals of the project is to facilitate the return of submerged aquatic vegetation (SAV) within the harbor by further protecting it to provide more quiescent shallow water habitat. Efforts should be made to maximize this restoration potential through further protection of the northern side of the harbor. Expansion of the footprint could be designed to accomplish this goal, but if that is not considered feasible, other structural means (breakwaters, jetty, etc.) will be considered.

- Terrapin habitat –

The diamondback terrapin is an important species in the Chesapeake Bay ecosystem. It requires remote, sandy beaches to lay eggs. Such habitat is becoming increasingly scarce in the Chesapeake Bay due to human development and activities, sea-level rise and erosion. In the spring and summer of 2002, dozens of terrapins nested on the dikes at Poplar Island resulting in the tagging and release of over 500 hatched terrapins back into the Bay. This experience has proven that the island is well situated and isolated enough for terrapin habitat. As part of the GRR study, new features will be considered at the island to enhance terrapin habitat, such as creation of non-recreational sandy beaches.

## Who to contact for more information

Questions about the GRR and SEIS can be addressed to Ms. Gwen Meyer, Study Team Leader, Baltimore District, U.S. Army Corps of Engineers, ATTN: CENAB-PL-P, P.O. Box 1715, Baltimore, Maryland, 21203-1715, telephone (410) 962-9502. E-mail address: gwendolyn.c.meyer@usace.army.mil



(continued from page 1)



*Creation of nesting habitat for colonial birds preferring vegetated islands*

- Create nesting habitat for colonial water birds that nest on isolated vegetated islands.
- Create coastal wetlands to provide fish and wildlife habitat and to support the Chesapeake Bay food web.
- Increase quiescent water habitat in Poplar Harbor to promote submerged aquatic vegetation growth
- Create a diversity of habitat to support a wide range of plant and animal species.

### **Monitoring of habitat creation**

As part of the PIERP, a monitoring framework was developed to provide a long-term (20 years) effort to determine the success of habitat creation.

The framework was developed as a multi-disciplinary, collaborative effort to meet the regulatory agency, resource agency and construction compliance requirements of PIERP.

Annual reports are produced each year and meetings are held with a large working group to review conditions and findings and determine potential modifications to the project planning, implementation, and monitoring.

As needed, smaller focus groups also meet throughout the year to adjust to changing conditions that need immediate attention.

The PIERP framework was developed as an evolving plan, to be modified as needed to meet changing conditions and to respond to monitoring studies.

Due to successful terrapin nesting in 2002, an additional terrapin-monitoring element is to be added, along with more frequent bird monitoring due to nesting of least tern, common tern and colonial water birds and utilization by many other species, which began during construction.

In this manner, the framework is fulfilling its mission of adjusting to meet the needs of the project as the project changes over time.



*Terrapin hatchlings head for the water while being monitored*



*Creation of Spartina marsh at the Poplar Island*

- Please **add** my name to the study mailing list.
- Please **remove** my name from the study mailing list.
- Please **correct** my name/address as shown below.

Name (Please Print): \_\_\_\_\_  
Title: \_\_\_\_\_

Company/Organization: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone Number: \_\_\_\_\_ Fax Number: \_\_\_\_\_

E-mail Address: \_\_\_\_\_

Comments/Suggestions: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

U.S. Army Corps of Engineers, Baltimore District  
ATTN: CENAB-PL-P, Poplar Island Expansion Study  
P.O. Box 1715  
Baltimore, MD 21203-1715

ADDRESS CORRECTION REQUESTED

**Poplar Island Expansion Study (PIES) Public Meeting Minutes  
Tilghman Elementary School  
Wednesday, October 6, 2004**

**Attendees:**

See attached list

**Study Team:**

Gwen Meyer, USACE-Baltimore	Lincoln Tracy, Maryland Environmental Service
Mark Mendelsohn, USACE-Baltimore	Karen Cushman, Maryland Environmental Service
Mike Snyder, USACE-Baltimore	Stephanie Maihan, Maryland Environmental Service
Nat Brown, Maryland Port Administration	Jen Harlan, Maryland Environmental Service
Dave Bibo, Maryland Port Administration	Chrissy Albanese, Maryland Environmental Service
Peggy Derrick, EA Engineering	Jane Boraczek, EA Engineering
Karin Olsen, EA Engineering	Sarah Koser, EA Engineering
Elizabeth Price, University of Maryland Center for Environmental Studies	
Lisa Wainger, University of Maryland Center for Environmental Studies	
Fran Flanigan	

**Presentation by Gwen Meyer (USACE-Baltimore District), Nat Brown (MPA), Mike Snyder (USACE-Baltimore), Elizabeth Price (UMCES), and Mark Mendelsohn (USACE-Baltimore District)**

**PRESENTATION – Introduction/Background and Need (Gwen Meyer, USACE-Baltimore and Nat Brown, Maryland Port Administration)**

*Nat Brown:* This here is the North Point/Rock Point line and by State law, that material goes to Hart-Miller Island. That material is considered by State law to be contaminated and it goes to Hart-Miller Island.

*Question:* Now, they are going to close Hart-Miller Island shortly,

*Nat Brown:* Yes, 2009.

*Question:* Then what is going to happen to that?

*Nat Brown:* We are in the process of looking right now at various placement sites

*Question:* But it will not be here

*Nat Brown:* No

*Question:* Ever?

*Nat Brown:* I can't ever say that, I work for the government but, right now we are not planning to do that, no. We are not planning to place contaminated material [at Poplar].

*Question:* Would we know if you do?

*Nat Brown:* Oh yes, very much.

*Mark Mendelsohn:* It would require a change to state law.

*Question:* Other than the alternatives for the expansion of Poplar Island, what other alternatives are you looking at? Are you looking at other sites in the Chesapeake Bay?

*Nat Brown:* Yes we are

**Question:** Similar things?

**Nat Brown:** Yes, we are. We are looking at sites throughout the Chesapeake Bay. We are looking at several sites up here in the Baltimore area, we are looking at the possibility of sites further south of Poplar, such as around James and Barren Islands. Right now, they are in various stages of study. It takes a long time for these projects to come online, and that's one of the reasons why we're standing here....it takes 10-12 years or more.

**Question:** Is Sharp's Island being considered?

**Nat Brown:** I know that Sharp's Island had been at one time, I don't believe it's being looked at right now. For serious consideration. Anyone else? Thank you.

**Gwen Meyer:** Thanks for those questions, I think its great that you are asking them as we go along. I guess that as the next step, we talked about the existing Poplar, we talked about the channels that are legal to go to Poplar, and that can't change unless the law is changed. So, you would definitely know about that. What we did then, remaining consistent with the existing Poplar remote island habitat, we had other objectives again with the Poplar Island expansion. I know that we talked about the Mid Bay Islands, that study is also going on as a restoration project similar to Poplar Island. Its being studied right now and being consistent with their objectives. Our intent and objective is to continue the restoration that is currently going on at Poplar Island, including aquatic and terrestrial objectives which are looking at the different plans, different expansion options or to look at the public input. As I said, we were here in January, we also met with the watermen in March and we've also had staff, Mark Mendelsohn, he'll speak with you later, he's met with numerous saltwater fisherman's groups and other watermen's groups throughout the last six months. And then another opportunity to get public input is tonight. We've got comment cards, we appreciate your questions, we're actually recording, making notes of the questions. And, I think later on, we'd probably like it if you'd maybe state your name. I think that would help us to, so we can know who is commenting. As far as another objective of the expansion of Poplar Island is protection of other island existing ecosystems in the area as well as reducing erosion. Also under consideration, we'd like to, of course, optimize capacity for the placement of dredged material, that is a need, as well as evaluate other passive recreation and educational opportunities, keeping with the remote island habitat. So, here is the intent for expansion, we talked about the intent for the original Poplar Island, we've talked about now the objectives for expansion plan formulation, now we are going to look at what we went through during the plan formulation process.

## **PRESENTATION – Plan Formulation (Gwen Meyer, USACE-Baltimore)**

**Question:** What were the local concerns?

**Gwen Meyer:** Lights at night, which, of course are temporary, but as one of the public pointed out tonight that ten years of construction doesn't really seem temporary if you are living there. The noise, the lights, even trash that the workers throw and ends up on the shore came up and [was] mentioned again tonight. And how far, how big are you going? Are you going to double it in size? Is it going to be right in my front yard? That was never the intent, but, of course, people are concerned about that if they live in the area. They want to be assured that we're not duping them.

**Question:** What kind of noise?

**Gwen Meyer:** The boat traffic and the backing up of the trucks. The beeping at night. They've been very..the community has been very supportive of the project. But, I think that its just how much longer is it going to go on. I think that's the concern ...is there anything bad? Can someone



tell me something bad about Poplar Island? There is so much good that has come out of it, even that we didn't plan on, as far as the wildlife.

**Mr. Dize:** A lot of good has come out of it, but there are also a lot of problems for the watermen. ...the tide flow has completely changed around Poplar. You can't keep a pound net up now on the inside of Coaches Island because the tide will pull it down. You've eliminated pound net sets on the whole north side of Poplar Island. We gave up all the clamming area in between Poplar Island and we never said anything, we let it go. Now, we would have to give up all the crabpot area up to North Point and all the clamming area up to North Point and probably, the way its affected the oyster bar to the west side of Poplar Island, were we have 100,000 bushel shells planted most of them are covered up, it will probably have an adverse effect on the oyster bar down there. I think that you had a good project, but now you are trying to take too much. Number one, going up with the western wall at the last meeting that I went to everyone said, we don't want that. We don't want the western wall 20 feet high like Hart Miller Island. When sailing north in the Chesapeake Bay and you get to Brewerton channel and you look north, it looks like the Calvert Cliffs sticking up there.

**Gwen Meyer:** And we're not doing that. We were saying that its engineering possible, we had to look at all the alternatives. We looked at all the alternatives that would be possible. And then we had to screen them down, and that's why I'm saying because we have to justify our project. In addition to the public, we have be able to justify our project to the higher authority.

**Mr. Dize:** You've got the people behind it thus far in the waterman community, but its getting ready to stop because when you go as far up as North Point buoy, which is where you are going with this new proposed northern part of this project then you cut back over from north point to the edge and come on the edge and then come back in to Jefferson Island, you are taking that whole bar. I mean, that's I believe.

**Mr. Wilson:** I don't know, we'll lose a lot of our crabbing ground

**Mr. Dize:** We've just, we've been quiet, but now its going to change, I'm sorry. Its going to change.

**Gwen Meyer:** That's your right, that's perfectly your right....that's good

**Mr. Dize:** The Corps of Engineers I thought were able to do a good job to keep that so it looks aesthetically good. I know that the people in Baltimore don't care about what it looks like because they are not going to live and they're not even here. They would pile it 90 feet high if it meant getting ride of the mud from Brewerton and Craighill Channel and these other channels going up towards Rock Harbor. They don't care, they don't live here. So, they wouldt to pile it as high as they can get it. But what you are getting ready to do now is mess up a good thing. And we've been behind you. But you are getting ready to lose the watermen. I'm Speaking for the Maryland's Waterman's Association.

**Gwen Meyer:** And I appreciate that.

**Mr. Dize:** We're gonna go, if this project goes as far north as the path that I got in the mail, you've taken North Point away from us totally, and you're going all the way to North Point buoy...for people that don't know, these waters that they are taking about.... they are going all the way to North Point buoy, then coming back to the edge, and then all the way back and cutting in just north of Jefferson Island to what used to be North Point, what we called North Point on Poplar Island

**Gwen Meyer:** I appreciate all of that and we'll get that all documented. I appreciate that, but there will be another hour after we are done talking for questions, and I think probably that it would be more appropriate so that we can move on now.

**Mr. Dize:** Yeah, but that's waterman's usage, that's what that second one says, waterman's usage.

**Gwen Meyer:** Right, we were at the waterman's meeting and they said don't go to the south. Do not go to the south.

**Mr. Dize:** Of course not, we don't want you taking any more bottom [than you already have]

**Gwen Meyer:** I know, and we have minutes of the meeting. I don't want to take up everyone's time right now on one subject. I'd like to get through the presentation, we have a lot of other good material to cover. I don't mean to cut you off, but there is plenty of chance to talk for another hour after the presentation.

**Mark Mendelsohn:** If I could just mention to Captain Dize, we are not going to 20 feet. We heard that loud and clear at the meeting that you arranged for us. That there is really, people don't want to see a big wall there when they are going to the north or the west, and that's off the table. The highest we've looked at is a five foot raising and that's still to be decided. That there is no intention of, we heard loud and clear that we don't want another Hart Miller-looking structure.

**Question:** That's what you've said.

**Mark Mendelsohn:** Right.

**Question:** That's what the original plan was, and now you are coming with another and now the people are saying is you gotta to stop.

**Mark Mendelsohn:** Right, and that's one of the purposes of...

**Question:** Because now you have a Phase 2, and then all of a sudden you have a Phase 3 and then you connect it with Kent Island.

**Mark Mendelsohn:** Right, and that's one of the purposes of this meeting. Is to get those comments. And the meeting that Captain Dyes arranged for us, there was a comment from the people that we were supportive, that we supported Phase 1, but we don't want it any bigger. We are considering that.

**Gwen Meyer:** We are considering that, but since we have a short, we have to show capacity for dredged material for 20 years and we are required by law to look at existing projects first before we start something brand new. Economically, tying on to an existing toe dike that is already there, I mean, that makes sense, too. I appreciate your comments. Like I said, we are just in the process of analyzing all these things. So, that's why this is really timely, the analysis isn't finished.

I guess that I will go ahead and move on, if that's okay. I just wanted to let you know that at the meeting in January we had all the seven alignments that covered every side of Poplar Island and we went forward with, EA Engineering completed the surveys all around Poplar Island to determine what was existing and where would the most impacts be, and this was actually done for the whole island surrounding it and to the north, it been done four times, all these surveys. The sediment quality is just now starting, but the crabpots, commercial clams survey, the finfish, the SAV - there is actually a map in the back that shows where the actual surveys took place. If you would like to look at those as well. So, with all this information in hand, and the engineering weighed in very heavily, that the northern alignment was the most favorable to support construction for containment dikes, and it also has sufficient borrow material which is the quality of sand used to construct the dikes and there are also opportunities for additional environmental enhancements such as Poplar Harbor protection which also would reduce erosion and then hopefully SAV establishment. That would be icing on the cake. And also, this to the north would, of course, avoid oyster bars and the cultural resources that were found in the area during the underwater study.

So the next slide shows the outer limits - this is not the northern expansion, but this is the outer limits of what the northern expansion could be based on all the data. Like I said, this is not the expansion, this is the outer limits of the biggest it could be. And the access channel and the ..these are the two cultural anomalies that were found, as well as [these] to the south, there are actually about five that were found. And now we are doing a Phase 2 to actually investigate what exactly is that cultural anomaly so there is potential that we may actually go around it, depending upon what our negotiations with the state historical preservation is, we are just process of doing that. This is the outer limits of what it could potentially be.

Now at that point, I've told you all the studies that we have done looking all around Poplar Island, all the different screening processes that we have gone through, starting with over 70 different alternatives, I would like to turn it over to Mike Snyder, the geotechnical engineer who has been involved with the existing project as well as the expansion.

**PRESENTATION – Current Recommended Alignment Engineering and Design (Mike Snyder, USACE-Baltimore)**

*Mike Snyder:* ..on the engineering side of things is to start out looking at the bottom elevations, to do topographic surveys, to figure out what the bottom elevations are, we do some drilling and sampling of the entire area to determine what our foundation conditions are so we can get the best foundations for our dike alignment, we can locate borrow sources for the material to build the dike. We also do a series of analyses on the dredged material to determine how big the site needs to be to handle the dredged material needs, to determine the best configuration for the upland and wetland areas and the placement of the dredge [material] so we can get the most beneficial use. And, of course, we also design the dike section so that its stable and protected from erosion. We've now done about 50-60 borings, which is about a boring every 10 acres or so out here in this area. Of course, we are bounded pretty well by the oyster bars to the north, the east and the west, and the existing project to the south. What we found with the borings is basically we have some soft clays on this side, and we have sand deposits over on this side, that's represented by this hatched area. And the thickest sands are down in this area. And that's pretty much lead to, fairly strongly lead to the configuration that we have. What we've learned from the existing Poplar project where we have some borrow areas down in here, we had some in this cell, we created deep holes within our wetland areas, and that's caused some problems because we're trying to fill those wetland areas to a very narrow range of tidal elevations, only about less than a foot. Its very difficult to do that when those dredged material deposits get to be extremely thick. So, what we try to do is avoid creating the deep holes from excavating out borrow sands, try to keep those deep holes within our upland cells which are much less sensitive to that final elevation. That's driven us, basically, to put our upland cells, shown here in yellow, over top of our borrow areas and put our wetland cells over top the lesser amounts of sand and clay deposits.

Our placement maps have showed us that we needed to provide something on the order of 500-550 acres of placement acreage. This whole footprint that you see here is 575 acres, about 25 acres of that is taken up by this tidal gut feature, and I'll explain a little bit more about that. So that leaves about 550 acres of placement acreage. As represented here, about half of this, 50 percent, is upland and 50 percent is wetland – the same proportions that we have for the existing project. We pulled the alignment in here to avoid some of these very soft clays – they tend to be very expensive to deal

with, we would have to change our dike configuration, making it much flatter, it takes a lot more material, or we have to remove that material and replace it with firmer foundation materials – we had to do that along some stretches of the existing project. So, here we just pulled away from those soft clays, to avoid some of that material, the soft foundation material. We also, in addition to the oyster bar limitations and environmental constraints, we also tried to obtain all of our borrow material inside the footprint, so again, we arranged the site so that we incorporate much of the good borrow materials inside the footprint of the site, so we wouldn't have to go outside for the borrow material to build the dikes. The only additional material we have outside is the excavation of this little access channel that goes from -25 elevation up to the dike, so we can bring the barges in with the dredged material in. This is the only area outside the footprint that we are anticipating getting some of our borrow materials. We also try to avoid depths of water greater than about 10 ft, and that's a dike construction parameter, when it gets deeper than that, it just gets to be expensive and very difficult, and we have deeper water here, so achieve two things by pulling the alignment in – we avoid some of the soft foundation and we also avoid some of the deeper water.

This tidal gut feature that I mentioned, its different than the other project, we don't have anything like over here. We have a sort of tidal gut between Coaches Island and Poplar, but here we are actually building it in. The purpose of this is to feed water to our wetland cells. The existing Poplar, the wetland cells are on the protected side of the island, the eastern side, and ultimately the tidal exchange between the Harbor and the wetland cells will be through breaches directly in the dike. Over here, they're on the very exposed side, and we don't plan to breach the dike here, so instead we're doing is basically connecting this tidal gut with our wetland cells, and that will give us the water to flood those cells daily based on the tidal cycle.

The dikes on the outside, the dikes in general, will be pretty much the same as what we have for the existing Poplar – built of sand with stone armor on the outside. The more exposed areas get the heavier armor. Right now the armor on the western and southern sides would be very similar to what you see on the western side of the existing project. The dikes here would be about elevation 10, 10 ½, 11. That would be a permanent dike height and that would protect from overtopping and wave impact and to protect the wetland cells. The upland cells here would go a final elevation would be elevation 20. The dikes would temporarily be build up to an elevation of 25, then once the dredged material is in there and has settled down, then those dikes would be knocked back down to that 20 ft elevation. 20 ft is a nominal elevation, the top would not be perfectly flat, it would be some undulations in the surface, but basically it would be at elevation 20.

The wetland cells, if any of you have visited the project now, you'll notice that we subdivide these larger cells into smaller subcells. And those are temporary divisions. We are planning to do the same thing here. The reason for that is so that we can create a relatively flat surface in these wetland areas. If we were to do the entire cell as one, we would get a large change in elevation across the cell which is a problem for us with the very narrow target elevations that we are after. So we divide into smaller subcells, fill those cells, once they're filled then, those temporary dikes will be pulled back that sand under the dikes we anticipate now that we'll probably pull it back to make islands out of those, big motes around the islands. Then put in a channel system that we would connect up to those islands, that would then connect up to the tidal gut.

Right now these proportions here are 50 percent uplands, 50 percent wetlands. What we would like to do is possibly move this toward a higher percentage of wetlands and this is the cell right here that we would like to move towards the wetland side. That would take this project more, closer to about 60 percent wetlands and 40 percent uplands. In order to do that though, there's a certain balance of capacity between upland cells and wetland cells that we have to maintain. We basically have to have upland placement capacity for the entire duration while we fill these the wetland cells. The way that wetland cells are filled in, basically you put most of the material in early, early in its life, and then gradually diminish the quantity of the material that you are putting in to get to those very narrow target elevations. We put 80 percent in that first year, then 80 percent of that remaining capacity in the second year. By about the fourth year or the fifth year, we're just putting in a very small amount, so the bulk of the dredged material that we have to handle each year has to go to upland cells. So we have to be sure to have upland placement capacity for that duration of filling these wetlands. In order to push this toward the 60 percent wetland scheme, then we need additional placement capacity. And that's where the raising of these upland dikes comes into play. In order to do that, we would anticipate the raising to be a maximum of about 5 feet. That would give us about 6 million yards of placement capacity a year and would support developing a larger proportion of the expansion project as wetlands. Technically, as Gwen said, we could raise these dikes higher, about 15-20 ft but there is no additional environmental benefits to doing that. Beyond that 5 foot raising that allows us to devote this acreage right here to wetlands, we don't gain anymore environmental benefit. So, we're really not looking at more than a maximum 5 foot raising of these existing upland cells.

I think that I've covered the main points here. I'd like to mention that the outline that you see here is not absolutely fixed. We do have this cultural site here, we are doing a second phase investigation of that. Right now you see that incorporated into the footprint, its possible that we would out that we couldn't incorporate that. We might have to adjust this alignment here, we might push it out a little further here or here. Those kind of adjustments would be made, also the the tidal gut, this is a concept of where it would be and the size, right now its about 200 ft wide. It could be that we'd end up putting the tidal gut through the middle of the wetlands instead of having it overagainst the uplands. Those are things that would be determined with the hydrology analysis, we haven't gotten to that level of detail right now.

**Question:** The way Poplar Island is right now, and the new area, how many acres is it now and how are you suggesting to go to?

**Mike Snyder:** The existing project is 1140 acres, and this is 575. It's a little more than a 50 percent increase in area. In capacity this is a 40 million yard capacity, and this is about 24 million yard capacity, again it would a little more than 50 percent increase in both capacity and area.

**Question:** Half again as large

**Mike Snyder:** Correct

**Gwen Meyer:** Are there any other questions for Mike regarding the expansion?

**PRESENTATION – Viewshed Analysis (Elizabeth Price, UMCES)**

No Questions.

**PRESENTATION – Successes, Monitoring, and Recreation (Mark Mendelsohn, USACE-Baltimore)**

**Question:** The terrapins, now do you just let them release? I know that Anne Arundle county has some deal with the elementary schools, that they are raising them. And then I think that they let them go in the spring, so that they grow supposedly like, in that six months like three times, but then they are not as subject to the predators. You just let them go?

**Mark Mendelsohn:** Well, we mark them with tags and release them at a time when the great blue herons are not there waiting for them. As soon as they start hatching, the herons just eat them right away. But they are released in a more protected environment. Chrissy do you want to talk about that more? About the terrapins, about the process for their release?

**Chrissy Albanese:** A lot of the work is done with interns from Ohio University. I'm Chrissy Albanese, I do all the tours and all the programs out on the Island. And the terrapins are monitored by interns from Ohio University. They actually walk all the sandy beach areas at least once a day to try and find the nests. Basically, to find a nest, they follow the footprints around until they find a disturbed area. Then they actually dig up that area to make sure that there is a nest. They'll weigh and catalog each egg in the nest, recover the nest, then mark it so they know the date that it was found, the date that it was laid. They also then put metal ring around it and metal mesh on top. So 65 to 75 days later these little hatchlings start coming out and they come up to the surface, and again the intern is still walking the beach at least once a day, and when they see them start hatching out, will then go back and uncover the rest of the nest and weigh and measure each hatchling, tag each hatchling and notch their shell. And then release them in a quiet area. So, the metal ring actually encloses them around the nest so the hatchlings don't scurry off before we can monitor them. And the metal mesh over the top protects them from predators. Compared to natural nests that have not been protected, we are finding actually a larger success rate, because there are not many predators that will get them before they hatch. Does that make sense?

**Mark Mendelsohn:** At this point, I'll turn it back over to Ms. Meyer...we'll be around if you want to ask additional questions.

**Mr. Wilson:** I have a question, Mark. You say you're a biologist, why is it that we can't catch any clams anymore around Poplar Island or oysters. You say you monitor the water quality and all that, but we used to work there every year, year in and year out until they started the Poplar Island project. A turtle can crawl outside and come to shore, but how about animals that is buried in the bottom?

**Mark Mendelsohn:** I can't answer that question. I know that oysters Bay wide have just about hit rock bottom. It isn't just at Poplar and my understanding is that if we get submerged aquatic vegetation back there, that will help as far as retaining the clam larvae. I can't answer your question about that.

**Mr. Wilson:** Another thing about getting SAV back is you can't clam in there.

**Mark Mendelsohn:** Yes, that's true.

**Mr. Wilson:** Yeah its true, too. You're putting us right out of business. How can you lose 1600 acres and stay in business?

**Mark Mendelsohn:** That's why we are all here. Because everything is a balancing act. And we need to get input. We thought, our impression was that the southern area was the most valuable area and, we've done studies about the catch in the northern area. Everything is a trade off, its just something that we are going to have to address with the watermen throughout the process. And I absolutely agree that the watermen lose Bay bottom.

**Jane Boraczek:** Mark, can I add one thing about the clams at Poplar? My name is Jane Boraczek and I am with EA Engineering. I'm in meetings with a lot of guys at DNR all the time. The phenomenon that you are seeing with the soft clams is not particular to Poplar. There are depressions...in a lot of the other areas, too. The phenomenon has been going on for about seven or eight years. So, I think that its not exactly a causal thing that you are seeing in this area. Its supposedly depressed, unfortunately, right now in the Talbot, Dorchester area and southern Queen Anne's.

**Mark Mendelsohn:** Jane, is that the clam Dermo, is that the problem?

**Jane Boraczek:** No, its..the DNR folks I talked to can't tell me exactly what it is. They are just noticing in some areas, particularly the mainstem parts of the Bay where [they see] lower densities of clams.

**Mr. Dize:** Mark, when we first started talking with you on this project and everyone was enthusiastic about it, in our meetings at the Maryland Waterman's Association, our Baltimore County guys, Russell Spangler and Danny, guys who work in the upper part of the Bay, said you better watch it, you better be careful. What you see is not what you are going to get. What we got here at Hart-Miller was something that wasn't on the drawing board when we started. I said, no that's not going to happen. We've been working with these guys and we seem pretty happy with what's out there. We're not happy anymore. Because just what's happening is what they said would happen. They said you will get eaten up. We're going to lose..when you get to this north, Mark.. When we met over here a few months ago those proposals you had was not half the area you have, Mark. It was only up a little ways and to the east and coming back down and making a hook..it wasn't going all the way up to north point buoy. These are new, this is new, this wasn't on the drawing board when we met before.

**Mark Mendelsohn:** I think that, I can't remember exactly, but I think that we had those out on the board,

**Gwen Meyer:** Yes, we did

**Mark Mendelsohn:** And we had 2 or 3 to the northern

**Mr. Dize:** You had several different ones, but we talked. We said, maybe if you just went up a small amount, cut it off, and came back. That's what we were talking to you about. As far north as you are now, we've lost that bar for working. And, I don't think its fair to put all that on the watermen. And what's to say when you get that you're not going to say, well now we're beside the bar hey, you know, we got this up here we'll get that. So, what's you're doing is you're going to lose all the watermen. You're on trail to doing that with this now. And they've been on board for it. And happy with what you were doing. And tickled that you have..that things are coming out of it, with the lowlands and the highlands and with the people going to see it. But now, you are getting ready to lose us. You are getting ready to push us over the edge because you are going to take all of North Point away from us.

Other things that you don't even think about is navigating around Poplar Island is treacherous. It just puts you on the Maine coast instead of the coast of the Chesapeake Bay. Because its an awfully different coast. And now you're recommending to go, that's probably going to be, what? Another mile and a half north? To get out between Poplar Island and the mainland, and there are no lights on Poplar, there's no lights to delineate where it is. And, we're talking about going another mile and a half up and you're going on this east side, you're right next to an oyster bar all the way up. I just think that you are going to lose us, that's all.

**Mark Mendelsohn:** We don't want to lose you and we'll address every one of your comments. And we're glad to come back and talk more. When I started this, at the beginning, it never occurred to me that we would try to make it any bigger. I think that I probably stood up in meetings and said this is..this is what it is. And so, that never really occurred to me. And we don't, I don't want to really have the watermen against me. Its rare to have a project that people like. And I really, if we can work something out. We're still in the planning stage, we've got years to go before a decision is made. I'm sure that we will be hearing from you. But, I agree the watermen lose bottom. There may be other benefits that they get from the project in terms of maybe forage fish in terms of some employment, but they clearly are the losers as far as the bottom. But, we're not even there yet. We have the draft environmental impact statement is not out and it will address all your comments and we're glad to just talk to you and see whether there are changes that would be acceptable. We certainly don't want to alienate anybody that lives in this community because we have a showpiece. Because the project won, as you are aware, the Coastal America presidential award in 2003. It has to be perfect. And we just want to make sure of that. We're glad to be here.

**Mr. Dize:** Let me tell you another problem, if this is the blueprint of what its going to be. That's going to cause us to have to get our politicians involved. If that's what y'all want, then that's what's going to happen.

**Mark Mendelsohn:** That's not what we want.

**Mr. Dize:** Mark, I don't think that its you. I've talked with you enough to know that I believe that in your heart its you. Because I've talked with you enough and worked with you enough that I don't believe that its in your heart to do this..because you never in all the meetings ever proposed that this was going to go further that way or further that way or further to the south. But now, we're getting into this and I can see exactly what the boys in Baltimore County were talking about.

**Mark Mendelsohn:** But, that's the purpose of this meeting is to show this and get opinions on it. And if it can be modified to satisfy folks, then that's what we will try to do. Thank you.

**Gwen Meyer:** As we said, we're in the planning process and so, as you can see in the schedule, we've been working on plan formulation, going through the screening process, getting down to alternatives. We'll be evaluating those alternatives and have a draft document not until next summer. That's why we wanted input now, while we are still in the planning process. The actual document will be available for the public to read would be, again as I said, in June and July of next summer. And we are looking for a goal of a year from this December to actually have a completed evaluation.

**Question:** I have a comment. I have to agree with the problems that the waterman face. We live on Punch Point, which is directly east of Poplar Island. And, you know, aesthetically speaking, this is not an economic feedback situation, except for ourselves. When I look out there..Let me just say



that people come onto our property, and they say, what a great location, isn't this fantastic. And then the next comment is, what's that over there? I say, well that's Poplar Island. Oh that's where they are dumping the trash. So, in essence I know that someday in the future, our property is going to have to be sold. Now, its going to be sold in the context that it's a great location, but unfortunately its within two miles of a dump. And, you know, people complain about dumps and refuse areas on land. We're a little different, we have ours out in the Bay.

**Gwen Meyer:** I appreciate that comment. And I think that its an opportunity for you having attended a meeting like this to say that this is actually a resource. I mean people are coming to us wanting the dredged material to restore islands. So, the mid-Chesapeake Bay, you can see what Poplar Island looks like. The wildlife that's coming, the vegetation that's growing on the dredged material. There's lots of words for it, but it is dredged material and its got possibilities.

**Question:** I think that's great. It's a benefit to everybody except us. To the watermen and to us. When we look out, it looks like the Great Wall of China out there. Now, you can put trees on it and everything else, but to us, its still the Great Wall of China just been erected in the Chesapeake Bay. Now, after Phase 1, we're talking Phase 2, with there be a Phase 3? Like he said earlier. Or, will there be a window farm or perhaps a theme park? Once you go beyond what was originally stated as Phase 1 and the concept, then you are opening it up for everything else. Every other possibility.

**Gwen Meyer:** While we have to stay consistent with the original concept. Like we said, all the environmental objectives are the same. There's not, it has to be remote island habitat, everything has to stay consistent.

**Question:** I think that's great. That's why we accepted one project. Any you are going to do another. No one here signed on to any extracurricular activities. And you talk about the benefits for the diamondback terrapins. Well, in the past year, there must have been three or four hundred crabpots out in front of our property. And this year, they are well offshore. And the reason is, I believe, I don't know because I haven't talked to a waterman, but I tell you I throw crabpots off my dock and I was getting so many terrapins in there I had to pull them out. I couldn't feed them anymore. You're generating terrapins over there and they are dying over here. Now, I don't know what the benefit is of that, but maybe there is a plus. There're all over the place. We have them walking up and down our driveway. That's fine. I'm glad that they are there. We have to avoid them.

One other thing that I wanted to mention. When we first moved onto the property, which was in 1996, we had wetland area. About 1400 ft. Between our home and the Bay. We went four years. Everything was fine. We got very little erosion. They started building Poplar Island and all the sudden the tides and everything changed. We were losing three and four foot chunks. After every storm. We had to riprap the whole damn thing. And I believe its because the tidal currents, the winds, everything else changed to affect the erosion of our property. What's going to happen when you add more? No one knows. But its having a economic impact. You're telling me about all the benefits to environment and wildlife all over the place, but there is not one benefit that you voice that is a benefit to the people who live in this area. I think that I have said enough.

**Gwen Meyer:** Okay, thank you very much for your comments. Are there any other questions or comments?

**Mr. Wilson:** When you started Phase 1 and 2 we knew that we were going to lose clam bottom and crab bottom. We knew that right off the get go. We asked for the possibility of moving the crab

line up so we wouldn't lose so many acres. They said we'll look into that. We'll even look into getting you fellers some new more clam bottom. To this day we haven't got the first inch of nothing. We've been to meetings before. Like when they put the sewage plant in St. Michaels, in the middle of Miles River. Biologists said, you'll be able to drink the water that comes out of this sewage system. That's the last winter with soft shell crabs in Miles River. And, yeah you'll have your trees and turtles and ducks, but you'll kill everything else.

**Gwen Meyer:** Any other comment?

**Question:** I would just like to say that I think I agree with most people. You said that you were going to restore Poplar Island to what it was. That's it, no more. Look somewhere else. Don't expand it. Everyone here is more or less supportive. They will put up with what they've got. I agree. If you get that other half, that's another 50 percent. Three years down the line when they close some other place, you're going to want another 50 percent. Stop it right now. And I think that's what the whole community is ready to say.

**Gwen Meyer:** I think one of the things we've learned, though, in all of the analysis that we've done around Poplar Island is, is that the only, as Mike talked about the engineering is that its really not suitable in other areas. Its much more expensive to go to the south. So, I mean its not really, We found out that our options are really limited around Poplar, period. So, that should be good news for most of you. You talk about a Phase 3, but its really not an option, because of all the studies and analysis that we have done. We found out that its too expensive, the water's too deep, the quality of the sand is not there, there is no borrow material.

**Question:** It has changed, as the watermen said, it has changed so much. And not just directly opposite it. I know some person who lives all the way down the island, by St. John's. She's got a sandy beach on her property because of Poplar Island. That's the impact that this island has given us now. Without it going any further. Its scary to think that if you make it bigger what's it going to do to the tides, to the channel, to the fish, to everything. And that's what you are doing to this island, and that's not right. Everybody says not in my own back yard. We let you come into our backyard and now you want to take the whole piece of property. That's what it amounts to. We let you come into the back yard, now stay in the back yard. That's my opinion. Thank you.

**Mr. Boyle:** Nat mentioned a drop dead date, mandated by the state of Maryland, was it? at Hart-Miller Island. Is there such a date for this project, here? And who set that date? Was it set by the Maryland legislature or the Corps of Engineers?

**Nat Brown:** Well, the drop dead date for Hart-Miller Island was set by the State legislature. But the date that was set for this was a collaboration between the Corps of Engineers and other resource agencies.

**Mr. Boyle:** And what is that date? December of?

**Jen Harlan:** December 31, 2009.

**Gwen Meyer:** For Hart-Miller.

**Mr. Boyle:** But, for this project? Why wasn't there a date, an ending date set for this project?

**Mark Mendelsohn:** For Poplar, it looks like it wouldn't have the material in there until 2015. It can't take as much as a regular placement site because you have to get the right elevations for wetlands. And then, once you get the elevations for the wetlands, you still have to plant the uplands. Because it is not like Hart-Miller. It's a vegetated island. So, everything is determined by the vegetation. When you can get the material at a suitable elevation. But, there's no..its like creating a wildlife refuge. You can only put a certain amount in each year, you have to plant as you can and then make a new plan if things don't work out. So, that's really when the placement should

be complete, is by 2014. And the habitat is going to take much longer. Some of the trees will take 40-60 years before they are at their full height. As far as, Mike can tell you if you want to hear after the meeting, about the hydrodynamic modeling that is being done as far as the currents going through there and the shoreline. That's one of the things that is really being looked at right now, and he may be able to answer some questions as far as that.

**Gwen Meyer:** As I said, we are all going to stick around here, if you want to talk to any one of us. We have EA Engineering here as well, they are on the team. We have a lot of team members here. All right, with that, I appreciate everybody coming, I appreciate your comments.

**Mr. Zelinske:** Are you doing some surveys so you know the current [impact] from the proposed Phase 1 and Phase 2, but it is just eroding away Jefferson Island. I can tell you, the next phase is that you have to go out and spend money to repair the shoreline because of this project that you guys started at our expense. Its my understanding now that you are talking about money to help the shoreline down at Coaches Island at the Corps expense. What about everybody else?

Mark: That was the State at Coaches, that was not the Corps. That was the State.

**Gwen Meyer:** I guess that question was that they were beaches put at Coaches Island.

**Mr. Zelinske:** They were proposing... to put beaches there for shoreline protection

**Gwen Meyer:** That's nothing to do with the Corps of Engineers. That's something between the State and the owners of Coaches Island.

**Mr. Zelinske:** But, there is erosion going on at Jefferson Island. Mr. XXX problem at his land he had to put up riprap to protect it.

**Gwen Meyer:** I agree that erosion is a problem, that's why we had to reconstruct Poplar Island because it had eroded down to 10 acres before we had anything to do with it. Erosion's been a problem and hopefully we can help alleviate some of the erosion, that's one of the objectives with Poplar, too. Like I said, that's why Poplar had to be restored is due to erosion. There was erosion before Poplar Island, and with any work that we do, we're hoping to eliminate some of the erosion with the alignment to the north you have the added benefit for protection. But, we're still in the process of evaluating all of this, so its good to hear your comments.

**Mr. Zelinske:** We had an island there, and now you talk about going to the northeast, and now you're going to go 20 ft high and we'll lose all our view? Another 500 ft in diameter and you add another, I guess, is that like a channel coming in is that going to produce sand and fill that all in?

**Gwen Meyer:** Those are the kind of questions, like I said, these are from the original, the primary screening that we have done and all the tests, as you saw, the tests and analysis that we've done. We haven't even gotten into the design phase.

**Question:** You did it all before for Phase 1 and we have consequences that were not intended. So, there will be more unanticipated consequences.

Gwen Meyer: Our intent is to do the additional hydrology..there weren't even models to do that kind of testing, field hydrology models for Poplar Island design. There are new models out there for hydrology that we can anticipate impacts that we could not anticipate before, so that's the intent, to analyze all these issues. Now that we are starting to get into that phase of the project or the study, its not even a project.

**Question:** What is the increase in capacity that you will reach with this expansion?

**Gwen Meyer:** I think that Mike stated that. 40 million cubic yards is existing capacity and increase it to 24 million? Approximately 24 million increase.

**Question:** That would extend it from 2014 to?

**Mike Snyder:** That takes it to something like 2022 or 2023. These are based on average placements per year. If they're higher or lower, those adjust, but based on average it would take until about 2022 or 2023.

**Gwen Meyer:** Thanks again, everybody.

## REGISTRATION / SIGN-IN SHEET

Interim Public Meeting for the Poplar Island Expansion Study  
 Tilgham Elementary School  
 October 6, 2004

#	Name	Affiliation	Address	Email	Add to Mailing List?		Receive Copy of Draft SEIS?		Do you have prepared comments?		
					No	Yes	No	Yes	No	Yes	
1	LESLIE FEARNS	TALBOT CO. DPW	INFORMATION WITHHELD FOR CONFIDENTIALITY REASONS			No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes
2	LOUIS BERMAN			No	<input checked="" type="checkbox"/> Yes	No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes
3	Robert W. Sam	WATER MAIN		No	<input checked="" type="checkbox"/> Yes	No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes
4	Joanne Mulvey			No	<input checked="" type="checkbox"/> Yes	No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes
5	Bill Hollis	Leamans		No	<input checked="" type="checkbox"/> Yes	No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes
6	Melissa Boyle			No	<input checked="" type="checkbox"/> Yes	No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes
7	Ed Sullivan	Bay Hunt Rest		No	<input checked="" type="checkbox"/> Yes	No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes
8	Jula Arnold	Bay Hunt Rest		No	<input checked="" type="checkbox"/> Yes	No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes
9	Bob Arnold	Foundation		No	<input checked="" type="checkbox"/> Yes	No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes
10	Dave Krebs	YSA		No	<input checked="" type="checkbox"/> Yes	No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes
11	Jane Mayfield			No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes
12	Ed Friedman			No	<input checked="" type="checkbox"/> Yes	No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes
13	Tom Dawson	Tilgham County Council		No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes
14	Andy Hallis	County Manager		No	<input checked="" type="checkbox"/> Yes	No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes
15			No	<input checked="" type="checkbox"/> Yes	No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	
16			No	<input checked="" type="checkbox"/> Yes	No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	
17			No	<input checked="" type="checkbox"/> Yes	No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	
18			No	<input checked="" type="checkbox"/> Yes	No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	
19			No	<input checked="" type="checkbox"/> Yes	No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	
20			No	<input checked="" type="checkbox"/> Yes	No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	
21			No	<input checked="" type="checkbox"/> Yes	No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	
22			No	<input checked="" type="checkbox"/> Yes	No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	
23			No	<input checked="" type="checkbox"/> Yes	No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	
24			No	<input checked="" type="checkbox"/> Yes	No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	
25			No	<input checked="" type="checkbox"/> Yes	No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	
26			No	<input checked="" type="checkbox"/> Yes	No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	
27			No	<input checked="" type="checkbox"/> Yes	No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	
28			No	<input checked="" type="checkbox"/> Yes	No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	
29			No	<input checked="" type="checkbox"/> Yes	No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	
30			No	<input checked="" type="checkbox"/> Yes	No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	

# REGISTRATION / SIGN-IN SHEET

Interim Public Meeting for the Poplar Island Expansion Study  
 Tighman Elementary School  
 October 6, 2004

Stardom@chspub.com

#	Name	Affiliation	Address	Email	Add to Mailing List?		Receive Copy of Draft SEIS?		Do you have prepared comments?	
					No	Yes	No	Yes	No	Yes
1	Small Eric	Star Democrat News	INFORMATION WITHHELD FOR CONFIDENTIALITY REASONS		<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes
2	RAN FLANNIGAN	CAC			<input type="radio"/> No	<input checked="" type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes
3	Paul Zelnick	Jefferson Island			<input checked="" type="radio"/> No	<input checked="" type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> Yes	<input checked="" type="radio"/> No	<input type="radio"/> Yes
4	ISABELLE CHUBET				<input type="radio"/> No	<input checked="" type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> Yes	<input checked="" type="radio"/> No	<input type="radio"/> Yes
5	Bob Boyle	Resident			<input type="radio"/> No	<input checked="" type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes
6	Milly Joyce	Resident			<input type="radio"/> No	<input checked="" type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> Yes	<input checked="" type="radio"/> No	<input type="radio"/> Yes
7	Chris Friedman	Resident			<input type="radio"/> No	<input checked="" type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input checked="" type="radio"/> No	<input type="radio"/> Yes
8	Debbi Dodson	Dept Tourism			<input type="radio"/> No	<input checked="" type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> Yes	<input checked="" type="radio"/> No	<input type="radio"/> Yes
9	Tom Conwell	RESIDENT			<input checked="" type="radio"/> No	<input type="radio"/> Yes	<input checked="" type="radio"/> No	<input type="radio"/> Yes	<input checked="" type="radio"/> No	<input type="radio"/> Yes
10	RAN MAMFIELD	RESIDENT			<input checked="" type="radio"/> No	<input type="radio"/> Yes	<input checked="" type="radio"/> No	<input type="radio"/> Yes	<input checked="" type="radio"/> No	<input type="radio"/> Yes
11	Eileen Friedman	Resident			<input checked="" type="radio"/> No	<input type="radio"/> Yes	<input checked="" type="radio"/> No	<input type="radio"/> Yes	<input checked="" type="radio"/> No	<input type="radio"/> Yes
12	Wade Kym	Resident			<input type="radio"/> No	<input checked="" type="radio"/> Yes	<input checked="" type="radio"/> No	<input type="radio"/> Yes	<input checked="" type="radio"/> No	<input type="radio"/> Yes
13	MIKE RICHARDS	RESIDENT			<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> Yes	<input checked="" type="radio"/> No	<input type="radio"/> Yes
14	JAC ROEMER	RESIDENT			<input checked="" type="radio"/> No	<input checked="" type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> Yes	<input checked="" type="radio"/> No	<input type="radio"/> Yes
15	Hore Haffner	COUNTY COUNCIL			<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes
16			<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes		
17			<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes		
18			<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes		
19			<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes		
20			<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes		
21			<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes		
22			<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes		
23			<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes		
24			<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes		
25			<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes		
26			<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes		
27			<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes		
28			<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes		
29			<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes		
30			<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes		

**The Poplar Island Expansion Study Local Watermen Meeting Minutes**  
**Tilghman Elementary School Library**  
**November 16, 2004, 7:00 P.M.,**

Prepared by: Jane Boraczek, Biologist, EA Engineering

**General Notes:**

- Watermen noted that “dead” water has been observed in the vicinity of Poplar Island where no algae or epifauna has attached to their crabpots. Crabs can’t be caught during dewatering of the island, crabs are found dead in the traps, and traps are covered with silt. Epifauna will slough off pots placed in Harbor at certain times.
- The proposed alignments will take more bottom and impact their livelihood because it will push the watermen into less productive waters – can crab around Jefferson Island over 9 months of year due to shallow-water habitat. The northern area is mostly crabbed during late spring and early fall. The watermen want an area that is not harvested now opened for trot-lining at the mouth of Eastern Bay in return for the proposed loss of bottom from the PIES - watermen discussed an area that spans from Wades Point to Bloody Point as an option.
- The watermen questioned whether the PIES would create jobs for them – what type of jobs might be available, how many jobs might be available? They were concerned that the contractor work for the PIERP went to MBEs and the watermen were told they weren’t qualified. Could they be involved in planting or transporting plants/personnel?
- The watermen noted that the PIERP has changed the currents in the vicinity of Poplar Island – the fish are not in the same places for pound-netting and the nets are not holding up in certain areas due to the currents – not as they were predicted.
- Crap traps were lost during construction of the PIERP due to poor navigation of the Cre boat captains. This has improved recently.
- The watermen don’t think that clamming is bad everywhere else – razor clams at Bloody Point are still abundant. (i.e. don’t believe the disease arguments put forth by DNR). Poplar area used to be very productive, isn’t anymore.
- The Rockpiles (fish reef structures) and outer dike of Poplar Island needs a light/radar for navigation purposes – the watermen can’t see the island at night.
- Anne Arundel County watermen use the area surrounding Poplar Island when the western shore areas are not productive.
- The watermen don’t care about the Port’s economics – has no direct impact on them. Eastern Shore (ES). Believe that ES gets most of their good from Philadelphia and Norfolk.

**Questions:**

- 1.) Why are crabs dying in pots and is the Harbor dead at certain times (see first bullet)? (Jane explained that we would have to look into it, but it sounds like a siltation/WQ issue. Like leaving a smoky room: those that can avoid the discharges, do. Those that can’t may succumb to siltation in their gills. Mark promised that we would look into WQ issues).
- 2.) Did the USACE know there was going to be a shortfall [of dredged material]? (Scott explained how Site 104 put us in the current situation)

- 3.) Is the PIES a done deal?  
(Corps folks explained that it wasn't but that they have to look at it, based on Congressional guidelines)
- 4.) Is the PIES going to look like Hart-Millar Island (i.e. is this going to be the last expansion)?  
(Scott explained that we were not planning on going up as high as HMI for this expansion and that the study team would recommend no further expansion. Watermen dubious because they realize that other decision makers could ignore the recommendations).

**Most effective way to reach the watermen:**

- Mail flyers
- Watermen's meeting minutes and newsletter

*As a footnote to Question #1: Nick Cater suggested privately to Mark M. that there may be pH, sulfite, or ammonia issues at play (i.e. some sort of toxicity). PDT did not get into these issues with the watermen at the time until we had time to review the discharge data.*



## REGISTRATION / SIGN-IN SHEET

Watermen's Meeting for the Poplar Island Expansion Study  
 Tilghman Elementary School  
 November 16, 2004

#	Name	Affiliation	Address	Email	Add to Mailing List?		Receive Copy of Draft SEIS?		Do you have prepared comments?		
					No	Yes	No	Yes	No	Yes	
1	Al Bennett	M.W.A.	INFORMATION WITHHELD FOR CONFIDENTIALITY REASONS		No	Yes	No	Yes	No	Yes	
2	James [unclear]			No	Yes	No	Yes	No	Yes	No	Yes
3	FRAN FLANIGAN			No	Yes	No	Yes	No	Yes	No	Yes
4	John Van Alstine	ANNAPOLIS WATERMEN		No	Yes	No	Yes	No	Yes	No	Yes
5	Henry Glass			No	Yes	No	Yes	No	Yes	No	Yes
6	Bobbie [unclear]	Waterman		No	Yes	No	Yes	No	Yes	No	Yes
7	Nick Carter	citizen		No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes
8	Bill [unclear]	Waterman		No	<input checked="" type="checkbox"/> Yes	No	<input checked="" type="checkbox"/> Yes	No	Yes	No	Yes
9	John Motagidat Jr	Waterman		No	<input checked="" type="checkbox"/> Yes	No	Yes	No	Yes	No	Yes
10	John [unclear]	Waterman		<input checked="" type="checkbox"/> No	Yes	<input checked="" type="checkbox"/> No	Yes	<input checked="" type="checkbox"/> No	Yes	<input checked="" type="checkbox"/> No	Yes
11	Cl Wilson	Waterman		No	Yes	No	Yes	No	Yes	No	Yes
12			No	Yes	No	Yes	No	Yes	No	Yes	
13			No	Yes	No	Yes	No	Yes	No	Yes	
14			No	Yes	No	Yes	No	Yes	No	Yes	
15			No	Yes	No	Yes	No	Yes	No	Yes	
16			No	Yes	No	Yes	No	Yes	No	Yes	
17			No	Yes	No	Yes	No	Yes	No	Yes	
18			No	Yes	No	Yes	No	Yes	No	Yes	
19			No	Yes	No	Yes	No	Yes	No	Yes	
20			No	Yes	No	Yes	No	Yes	No	Yes	
21			No	Yes	No	Yes	No	Yes	No	Yes	
22			No	Yes	No	Yes	No	Yes	No	Yes	
23			No	Yes	No	Yes	No	Yes	No	Yes	
24			No	Yes	No	Yes	No	Yes	No	Yes	
25			No	Yes	No	Yes	No	Yes	No	Yes	
26			No	Yes	No	Yes	No	Yes	No	Yes	
27			No	Yes	No	Yes	No	Yes	No	Yes	
28			No	Yes	No	Yes	No	Yes	No	Yes	
29			No	Yes	No	Yes	No	Yes	No	Yes	
30			No	Yes	No	Yes	No	Yes	No	Yes	



Consulting Engineers & Surveyors

# **Andrews, Miller & Associates, Inc.**

*Edward T. Fulford, P.E., President  
Oner Yucel, Ph.D., P.E.*

## **MEETING MINUTES**

**AMA Job#:** 05020.100  
**Job Name:** MES / PIES & Midbay Public Outreach  
**Date:** April 7, 2005  
**From:** Melissa Thomas  
**Meeting Location:** Talbot County Economic Development Commission  
8:00 A.M.  
Talbot County Welcome Center, Harrison Street, Easton, MD

---

---

### **Public Outreach Presentation Question and Answer Session:**

**Question:** Is ocean placement still permitted under this plan?

**Answer:** Yes, there is a permitted ocean site off Norfolk. It's very expensive to transport material from MD to that site.

**Question:** Will this plan take care of Town Creek and other local dredging project?

**Answer:** No, because the quality standards for material going to Poplar are too high.

**Question:** Is there a specific outreach program aimed at Talbot School kids?

**Answer:** No, we are not advertising yet, but schools are welcome to visit.

**Question:** At what point will you be prepared to promote tours?

**Answer:** First we need to get Congressional authorization to use Poplar as an educational facility.

**Question:** Why is the Corps and MPA here now with this presentation? Should our tourism people be thinking about developing a landside facility to accommodate and promote tours to Poplar Island?

**Answer:** We are here because shortly this plan will be out for public comment and we wanted to make sure you knew about it ahead of time.

**Question:** What are the negatives related to this plan? What should we expect to hear from the public once the plan is out?

**Answer:** Watermen have issues with the taking of additional Bay bottom. A plan is being worked out with DNR to address this concern. Also, some nearby residents have expressed issues about viewshed.

#### ***Main Office:***

401 Academy Street, Suite 1  
Cambridge, MD 21613  
Tel: 410-228-7117; Fax 410-228-2735  
E-mail: [mail@amainc.org](mailto:mail@amainc.org)

#### ***Western Area Office:***

15 Old Solomons Island Road, Suite 104  
Annapolis, MD 21401  
Tel: 410-897-1004; Fax: 410-897-1005  
E-mail: [oyucel@amainc.org](mailto:oyucel@amainc.org)



Consulting Engineers & Surveyors

# **Andrews, Miller & Associates, Inc.**

*Edward T. Fulford, P.E., President  
Oner Yucel, Ph.D., P.E.*

## **MEETING MINUTES**

**AMA Job#:** 05020.100  
**Job Name:** MES/ PIES & Midbay Public Outreach  
**Date:** April 7, 2005  
**From:** Melissa Thomas  
**Meeting Location:** Cambridge Rotary Club  
Noon  
Cambridge Yacht Club, 1 Mill Street, Cambridge

---

---

### **Public Outreach Presentation Question and Answer Session:**

- Four questions were asked by the attendees of the meeting.
- All questions were related to general information about structural design and DMP material. These questions were not directly related to our particular project.
- All questions were addressed and the appropriate definitions were given.

#### ***Main Office:***

401 Academy Street, Suite 1  
Cambridge, MD 21613  
Tel: 410-228-7117; Fax 410-228-2735  
E-mail: [mail@amainc.org](mailto:mail@amainc.org)

#### ***Western Area Office:***

15 Old Solomons Island Road, Suite 104  
Annapolis, MD 21401  
Tel: 410-897-1004; Fax: 410-897-1005  
E-mail: [oyucel@amainc.org](mailto:oyucel@amainc.org)



Consulting Engineers & Surveyors

# Andrews, Miller & Associates, Inc.

Edward T. Fulford, P.E., President  
Oner Yucel, Ph.D., P.E.

## MEETING MINUTES

**AMA Job#:** 05020.100  
**Job Name:** MES/ PIES – Mid-Bay Public Outreach Program  
**Date:** April 12, 2005  
**From:** Melissa Thomas  
**Meeting Location:** Dorchester County Council  
**Attendees:** Mr. Glen Bramble- County Council President , Mr. Tom Flowers- County Council Member, Mr. David Yockey- County Council Vice President, Mr. William Nichols- County Council Member, Ms. Effie Elzey- County Council Member, Ms. Jane Baynard- County Manager, Mr. E. Thomas Merryweather- County Attorney, Ms. Molly Foreman- Council Secretary  
6:00 P.M.  
Dorchester County Office Building, Room 110

---

---

### Public Outreach Presentations Question and Answer Session:

**County Councilman Flowers:** Regarding the decision to raise the elevation of Poplar Island, how will it affect other island projects?

**Response (Scott Johnson):** Expansion of Poplar was recommended to primarily improve efficiency of operation.

**County Councilman Flowers:** James and Barren Island are deteriorating fast. Why not get a footprint in place for these particular islands instead of adding more to Poplar Island?

**Response (Scott Johnson):** It is a management risk based decision. The decision was made to continue with both studies. The restoration of James Island is a huge project. We have to proceed with Poplar Island in advance of James Island due to the logic that the project has already been started. At this time, the administration is not in favor of starting new projects and we must look at existing projects first.

**County Council President Bramble:** Basically it is driven by cost. Barren Island has some stone protection but there is very little left of James Island. By the time the Corps gets to it, there may not be much left.

**Response (Scott Johnson):** The Corps of Engineers as well as the Maryland Port Administration would like to have these projects moving forward, however at the same time, the Corps and MPA cannot risk not increasing the capacity of Poplar Island. The Poplar expansion is needed in case James and Barren Islands are not available in time. We would like as much support as possible to get the projects moving forward.

**County Councilman Flowers:** If we let James and Barren Island go, Hooper's Island and eventually Taylors Island will be threatened.

**Response (Scott Johnson):** The intention of this project is environmental restoration; any shoreline protection provided is incidental.

**County Council President Bramble:** What else can the County Council do to help get this project going?

**Response (Scott Johnson):** One of the reasons that we are here is so that the public can be aware of the projects and when the time comes for the formal report, we would appreciate all the comments that the Council has to offer.

#### **Main Office:**

401 Academy Street, Suite 1  
Cambridge, MD 21613  
Tel: 410-228-7117; Fax 410-228-2735  
E-mail: [mail@amainc.org](mailto:mail@amainc.org)

#### **Western Area Office:**

15 Old Solomons Island Road, Suite 104  
Annapolis, MD 21401  
Tel: 410-897-1004; Fax: 410-897-1005  
E-mail: [oyucel@amainc.org](mailto:oyucel@amainc.org)



Consulting Engineers & Surveyors

# **Andrews, Miller & Associates, Inc.**

*Edward T. Fulford, P.E., President  
Oner Yucel, Ph.D., P.E.*

**County Council President Bramble:** It appears that navigation through James will be restricted.

**Response (Scott Johnson):** Based on previous input from local residents, the existing channel was indicated to be more at the southern end.

**County Councilmen Flowers:** Why isn't saving the mainland factored into the economic analysis?

**Response:** The authority that we are given for this study allows us to look at environmental restoration benefits using dredged material. The protection of the shoreline is an incidental benefit.

**County Council President Bramble:** Doing what is proposed will indirectly provide protection to the mainland.

**Response (Scott Johnson):** Yes it will.

***Main Office:***

401 Academy Street, Suite 1  
Cambridge, MD 21613  
Tel: 410-228-7117; Fax 410-228-2735  
E-mail: [mail@amainc.org](mailto:mail@amainc.org)

***Western Area Office:***

15 Old Solomons Island Road, Suite 104  
Annapolis, MD 21401  
Tel: 410-897-1004; Fax: 410-897-1005  
E-mail: [oyucel@amainc.org](mailto:oyucel@amainc.org)

## Notes from the April 16 meeting of the Dorchester County Shore Erosion Group

Thirty five members of the Dorchester Shore Erosion Group met on Saturday, April 16 with the Corps and MPA on Taylors Island. They asked the following questions:

1. You said that Barren and James are the top two restoration sites out of 8 islands that made your final screening cut. Where do you stand with the other 6? Are they off the table?
2. When you bring in dredged material and place it, how long does it take for SAV to “take hold?” (Questioner may have been thinking of wetlands??)
3. You mentioned funding issues. What are the current constraints and political issues? How does cost share work?
4. What is the back-up plan if funding is not made available for Barren and James?
5. Is the long term maintenance dredging already budgeted for?
6. If the proposed James Island footprint is not built, won't we continue to get more Chesapeake encroachment onto the shoreline?
7. What is the line shown on the James map? (access channel)
8. Are you avoiding all the oyster bars?
9. Where are the approved ocean placement sites—on the shelf or in deeper water?
10. What's the situation with the deep trough?
11. If you build James Island as shown on the diagrams, won't you be creating a “funnel” effect with water currents, thereby causing potential additional problems for shoreline property owners?
12. Dredging is needed because of erosion – what is the Corps doing to prevent or reduce erosion?
13. It appears that Blackwater is poised to “fill” many acres that have eroded. How can they get “permission” to fill when ordinary citizens can't do that on their own property?
14. The proposed breakwater at Barren could cut off existing channels currently used by watermen and boaters. Are you taking that into account?

**Final Meeting Summary**  
**Poplar Island Expansion Study Public Watermen's Meeting**  
**Tilghman Island Elementary School Gymnasium, Tilghman, MD**  
**7:00 PM-8:30 PM, April 25, 2005**

*Attendees:*

Russell Dize—Maryland Watermen's Association  
Jane Boraczek—EA Engineering, Science, and Technology, Inc  
Paul Massicot—Ecologix, Inc.  
Jim Jett—Maryland Environmental Service  
Fran Flanigan—Maryland Port Administration  
Mark Mendelsohn, Erika Mark—U.S. Army Corps of Engineers, Baltimore District

*Executive Summary:*

Representatives of the Talbot County Council arrived prior to the watermen's meeting at 6:00. The County Councilmen explained that they were interested in the obtaining the opinions of the watermen concerning the Poplar Island Expansion project. A meeting with the Talbot County Council and the Poplar Team is scheduled for the April 26. Ms. Flanigan stated that she would be attending this meeting and would report the results of the Tilghman Island watermen's meeting to the county council during the meeting. The councilmen exited the before the watermen's meeting commenced.

The meeting convened at 7:00 with Russell Dize as the only waterman in attendance. Mr. Mendelsohn introduced the other attendees to Mr. Dize and stated that the goal of the meeting would be to discuss the Poplar Island Expansion alignment and to introduce the NMFS proposal.

Mr. Mendelsohn informed Mr. Dize that the Poplar Island Expansion including the toe dikes would be constructed on approximately 600 acres of bay bottom. Presently, the upland area will be constructed on the eastern side of the alignment and the wetland cells will be created on the western side. Mr. Mendelsohn informed Mr. Dize that a proposal from NMFS is currently being evaluated. Mr. Mendelsohn explained that this alignment would permit access to the wetlands from deep water via an open water embayment. NMFS has proposed that the embayment be open to crab potting. USFWS has expressed some concern over recreational fishermen impacting the remote island habitat by gaining access to the shore through the embayment and has therefore proposed to limit boat access to the embayment. Mr. Mendelsohn explained that it is NMFS goal to attract large predatory fish, primarily bluefish and weakfish, and also menhaden.

Mr. Dize asked where the material for the dikes would be coming from. Mr. Mendelsohn replied that the sand would be mined from borrow areas to the northeast of the alignment. Mr. Mendelsohn added that the USACE does not seek to borrow from sites that will eventually be created into wetland cells. Mr. Mendelsohn informed Mr. Dize that the MPA is currently developing an alignment with the wetland cells positioned on the eastern portion of the footprint.

DNR is developing a proposal that would move the embayment to the northeast of the alignment. Mr. Mendelsohn stated that DNR would eventually be responsible for maintaining Poplar Island and aims to minimize impacts due to wave energy, and high winds and overtopping during storm events. Mr. Dize disagreed with this, stating that high wave energy and winds would produce more impacts to the NE portion of the expansion alignment. Mr. Mendelsohn agreed with Mr. Dize and added that some stabilization would be required.

Mr. Mendelsohn commented that the MPA proposal would involve a –15 ft. excavation of the eastern side of the alignment to retrieve suitable sand. However, borrowing from wetland areas has generated problems on Poplar Island because it is difficult to backfill to the exact elevations required to create a functional wetland. Mr. Dize asked if the borrow area to the east of the alignment would be the only disturbed area. Mr. Mendelsohn replied that the project would have to mine additional sand from the area southwest of Poplar Island. Mr. Dize exclaimed that the Poplar Island Expansion project is disturbing too much valuable oystering and crabbing grounds. Mr. Dize added that this information will not create a good rapport with the local watermen. Mr. Dize stated that sand has already moved during the construction of Poplar Island and has covered oyster bars in the area. Mr. Dize referred to the map of the expansion alignment and stated that the alignment should be modified to stay away from the natural oyster bars directly to the east of the footprint. Placing the dike close to the 10 ft. contour above the oyster bar will not be sufficient. Mr. Dize stated that by running the dike up to the natural oyster bar (NOB) the sand generated by construction would travel and bury the NOB. Mr. Dize mentioned that DNR studies have found that sand from clean dredged material will travel 150 yards through open water. Mr. Massicot added that if the material contained larger amounts of silt it would be expected to travel farther. Mr. Dize suggested that a 150-yard buffer be created around the NOB. Mr. Dize stated that oysters are regularly harvested 10-20 ft outside of the NOB shown on the map.

Mr. Dize stated that the area to the southwest of Poplar Island is one of the best crabbing areas in the Chesapeake Bay. If this area is used for borrow material, the crab population will likely leave the area for a couple of years but will eventually return. Mr. Dize stated that if the southwest area is disturbed then the watermen would need DNR to open Eastern Bay to crabbing. Mr. Mendelsohn asked if the watermen would be happy with Eastern Bay in exchange for the crabbing area southwest of Poplar Island. Ms. Boraczek indicated that the watermen believe that the opening of Eastern Bay has already been approved by DNR. Mr. Mendelsohn stated that the sand from the southwest would be needed for the 5 ft dike raising.

Mr. Dize informed the group that the watermen did not want Cedar Cove and the area south of Coaches Island disturbed. Mr. Mendelsohn responded that the initial Poplar Island Expansion was planned to be built to the south but was moved to the north after the valuable fishing ground was recognized to the south. Mr. Dize reported that local oystering might be lost but that crabbing remains productive, commenting that the area between Poplar Island and Tilghman Island was historically one of the best oystering grounds in the Chesapeake Bay. Mr. Mendelsohn informed Mr. Dize that the USACE was not going to be able to supply shell this year. Mr. Dize suggested that the USACE go in behind Coaches Island to Shell Hill to place shell and seed to return something to the watermen. Mr. Mendelsohn stated that this year, compared to recent years, has been one of the best years for oystering. Mr. Dize stated that more



spatting is still needed and that the oysters planted around Poplar Island and Sharps Island were not going to live.

Mr. Dize asked how large the southwest borrow area will be. Mr. Mendelsohn replied that the area would be 240 acres. Ms. Boraczek estimated the water depths in the southwest area to be around 9 ft. Mr. Mendelsohn explained that the borrow area could not be taken all the way up to the edge of the dikes. There are also cultural studies that are being conducted within this area at this time. Ms. Boraczek stated that all of the 240 acres might not be mined. Mr. Dize replied that it would not matter since all of the crabs would leave the area once excavation begins. Mr. Dize commented that the crabs probably would not return for 10 to 15 years. Ms. Boraczek informed Mr. Dize that the only ways to meet the requirements of the project would be to impact a large area and dig to a shallow depth or impact a small area and dig to -30 ft. Mr. Mendelsohn added that there are different methods to dredge that would cause less impact. Mr. Dize asserted that if the area is disturbed it could not be crabbed.

Mr. Dize concluded that he was opposed to the southwest borrow area and that the alignment must stay off of the 10 ft. edge with the NOB to the east. Ms. Flanigan asked if the watermen's support for this project will be contingent on the DNR opening additional crabbing grounds. Mr. Dize replied that he had discussed this with the watermen and their support would definitely rely on the opening of new crabbing grounds in the area between Wades Point and Lowes Point. Mr. Mendelsohn told Mr. Dize that these details would be worked out at the DNR Meeting.

Mr. Mendelsohn asked if the watermen had expressed any complaints concerning the existing Poplar Island Expansion project. Mr. Dize stated that Baltimore County watermen have complained about losing their crab potting rigs. Mr. Dize stated that this no longer appears to be a problem in the waters surrounding Poplar Island. The watermen have become accustomed to the marine traffic and place crab pots outside of channel boundaries accordingly. Ms. Boraczek suggested that a dredged plan be presented for southwest borrow area. Mr. Dize mentioned that dredging seems to create fewer impacts if done in troughs. Ms. Boraczek agreed, adding that this method reduces the probability of generating low oxygen water.

Mr. Mendelsohn thanked Mr. Dize for attending and announced that the next watermen's meeting would be at Hoopers Island Volunteer Firemen's Hall on Monday, May 2. The meeting adjourned at 8:30.



Consulting Engineers & Surveyors

# **Andrews, Miller & Associates, Inc.**

*Edward T. Fulford, P.E., President  
Oner Yucel, Ph.D., P.E.*

## **MEETING MINUTES**

**AMA Job#:** 05020.100  
**Job Name:** MES/ PIES – Mid-Bay Public Outreach Program  
**Date:** April 26, 2005  
**From:** Melissa Thomas  
**Meeting Location:** Talbot County Council  
**Attendees:** Commissioner Hope Harrington; President, Commissioner Hilary B. Spence; Vice President, Commissioner Peter A. Carroll, Commissioner Thomas G. Duncan, Commissioner Philip Carey Foster  
1:30 P.M.  
Talbot County Courthouse, Bradley Meeting Room

---

---

### **Public Outreach Presentations Question and Answer Session:**

**Commissioner Harrington:** The proposed channel is where the Susquehanna dumps into the bay, is that contaminated?

**Commissioner Harrington:** Do you clean the dredged material before placement?

**Commissioner Duncan:** Where does the Baltimore area dredged material go?

**Commissioner Carroll:** Can you use the dredged material for shoreline restoration or to prevent shoreline eroding from hurricanes?

**Commissioner Harrington:** What concerns have you heard from the Watermen? We have heard that they were pleased with the first phase of the Poplar Island project but are not necessarily pleased with phase two do to problems relating to oyster beds. Were the concerns proposed at the meeting held in Tilghman Island similar to that?

**Commissioner Spence:** You mentioned viewshed as a concern; were people worried that the view would be tall piles of dirt that were not appealing?

**Commissioner Duncan:** What changes would the expansion cause to the shore? Would it cause change in mass and velocity of the water?

**Commissioner Spence:** Poplar Island was eroding significantly, how much larger, after the expansion, will the island be than it was originally?

**Commissioner Carroll:** How much business are you supplying to Talbot County?

**Commissioner Carroll:** Can we read in the report about measurable means of economic development?  
Can our County Manager get in touch with the Corps to get a copy of the report?

#### ***Main Office:***

401 Academy Street, Suite 1  
Cambridge, MD 21613  
Tel: 410-228-7117; Fax 410-228-2735  
E-mail: [mail@amainc.org](mailto:mail@amainc.org)

#### ***Western Area Office:***

15 Old Solomons Island Road, Suite 104  
Annapolis, MD 21401  
Tel: 410-897-1004; Fax: 410-897-1005  
E-mail: [oyucel@amainc.org](mailto:oyucel@amainc.org)



Consulting Engineers & Surveyors

## **Andrews, Miller & Associates, Inc.**

*Edward T. Fulford, P.E., President  
Oner Yucel, Ph.D., P.E.*

*Commissioner Spence:*

What is the lifecycle of these islands? When would be the last inflow of dredged material and what happens after that? Is the Corps still responsible or would it be turned over to the State?

*Commissioner Harrington:*

You have done a good job of including the watermen in your discussions and I would like to thank you. What effect would new construction have on the oyster beds and crabbing?

*Commissioner Carroll:*

Will recreational boating be encouraged around the expansion area?

***Main Office:***

401 Academy Street, Suite 1  
Cambridge, MD 21613  
Tel: 410-228-7117; Fax 410-228-2735  
E-mail: [mail@amainc.org](mailto:mail@amainc.org)

***Western Area Office:***

15 Old Solomons Island Road, Suite 104  
Annapolis, MD 21401  
Tel: 410-897-1004; Fax: 410-897-1005  
E-mail: [oyucel@amainc.org](mailto:oyucel@amainc.org)

**Certificates of Publications for Scoping and Update Meetings (December 2003 through November 2004)**

OFFICE OF  
**The Capital**

Published by  
**CAPITAL-GAZETTE NEWSPAPERS**

HOLDER OF CONTRACT FOR ANNE ARUNDEL COUNTY ADVERTISING

**CERTIFICATE OF PUBLICATION**

Annapolis, MD, December 10, 20 03

We hereby certify, that the annexed \_\_\_\_\_  
Notice of Public Scoping Meetings

was published in

**The Capital**

a newspaper published in the City of Annapolis, Anne Arundel

County, MD, once ~~a week~~ for \_\_\_\_\_

~~successive weeks~~ before the 15th

day of January, 20 04

The insertions being made the 10th of December

, 20 03

**CAPITAL-GAZETTE NEWSPAPERS**

By L. Eileen Hardisty

**NOTICE OF PUBLIC SCOPING MEETINGS**

**POPLAR ISLAND EXPANSION STUDY**

The U.S. Army Corps of Engineers, Baltimore District (Corps) is conducting two public scoping meetings for the initiation of a Supplemental Environmental Impact Statement (SEIS) for the Poplar Island Expansion Study (PIES). The Poplar Island Environmental Restoration Project (PIERP) is currently restoring over 1,100 acres of island habitat, half uplands and half wetlands, using 35,000 linear feet of containment dikes. The PIES includes modifying the project to provide additional capacity and increase habitat. Options include raising the final design height of the existing dikes within the upland cells and/or constructing a lateral expansion of the existing island footprint. Also to be considered with the expansion are environmental enhancements on Poplar Island and within Poplar Harbor, increased recreational and educational opportunities, and potential acceptance of dredged material from additional channels. Material from Baltimore Harbor within the Patapsco River will not be considered for placement at Poplar Island in accordance with the PIERP Environmental Impact Statement (EIS). The Corps invites interested agencies, organizations, and individuals to attend a public scoping meeting to submit comments or suggestions on the environmental issues or recommended scope of this SEIS. The scoping meetings have been scheduled as follows:

Monday, January 12, 2004, 1:00 p.m. displays, 2:00 p.m. presentation  
Queen Anne's County Library - Kent Island Branch  
200 Library Circle  
Stevensville, MD 21666

Thursday, January 15, 2004 at 7:00 p.m. displays, 8:00 p.m. presentation  
Tilghman Elementary School  
21374 Foster Ave.  
Tilghman, MD 21671

The two public meetings will be identical in format and are being held to provide opportunities for residents to take part in the public involvement program. Displays regarding information on current activities at the PIERP and example dike alignments for the PIES will be available for review approximately one hour prior to the scoping meetings. The meetings will also include a presentation by the Corps and allow for open discussions and public comment on the PIES.

Oral or written comments may be provided for determination of the scope of the SEIS at the public scoping meetings. Written comments may also be submitted to the Corps up to 30 days from the date of the last scoping meeting. Written comments may be mailed to the U.S. Army Corps of Engineers - Baltimore District, CENAB-PL, Attn: Gwen Meyer, P.O. Box 1715, Baltimore, Maryland 21203-1715 or e-mailed to [gwendolyn.c.meyer@nab02.usace.army.mil](mailto:gwendolyn.c.meyer@nab02.usace.army.mil).

If you have questions concerning the scoping meetings, please contact Gwen Meyer at 410-962-9502 or e-mail at the above address.

12/10  
38528

No. \_\_\_\_\_

The Star Democrat  
Easton, Maryland

We Hereby Certify

That the annexed Notice was  
published in

The Star Democrat

one of the newspapers printed

and

published in Talbot County,

Maryland,

1 times in each of 1

successive weeks beginning the

10TH day of Dec

20 03

and the last insertion on the

10TH day of Dec

20 03

Chesapeake Publishing

Corporation

Publishers of The Star Democrat

Per

SD

### Notice of Public Scoping Meetings

#### Poplar Island Expansion Study

The U.S. Army Corps of Engineers, Baltimore District (Corps) is conducting two public scoping meetings for the initiation of a Supplemental Environmental Impact Statement (SEIS) for the Poplar Island Expansion Study (PIES). The Poplar Island Environmental Restoration Project (PIERP) is currently restoring over 1,100 acres of island habitat, half uplands and half wetlands, using 35,000 linear feet of containment dikes. The PIES includes modifying the project to provide additional capacity and increase habitat. Options include raising the final design height of the existing dikes within the upland cells and/or constructing a lateral expansion of the existing island footprint. Also to be considered with the expansion are environmental enhancements on Poplar Island and within Poplar Harbor, increased recreational and educational opportunities, and potential acceptance of dredged material from additional channels. Material from Baltimore Harbor within the Patapsco River will not be considered for placement at Poplar Island in accordance with the PIERP Environmental Impact Statement (EIS). The Corps invites interested agencies, organizations, and individuals to attend a public scoping meeting to submit comments or suggestions on the environmental issues or recommended scope of this SEIS. The scoping meetings have been scheduled as follows:

Monday, January 12, 2004, 1:00 p.m. displays, 2:00 p.m. presentation  
Queen Anne's County Library - Kent Island Branch  
200 Library Circle  
Stevensville, MD 21666

Thursday, January 15, 2004 at 7:00 p.m. displays, 8:00 p.m. presentation  
Tilghman Elementary School,  
21374 Foster Ave  
Tilghman, MD 21671

The two public meetings will be identical in format and are being held to provide opportunities for residents to take part in the public involvement program. Displays regarding information on current activities at the PIERP and example dike alignments for the PIES will be available for review approximately one hour prior to the scoping meetings. The meetings will also include a presentation by the Corps and allow for open discussions and public comment on the PIES.

Oral or written comments may be provided for determination of the scope of the SEIS at the public scoping meetings. Written comments may also be submitted to the Corps up to 30 days from the date of the last scoping meeting. Written comments may be mailed to the U.S. Army Corps of Engineers - Baltimore District, CENAB-PL, Attn: Gwen Meyer, P.O. Box 1715, Baltimore, Maryland 21203-1715 or e-mailed to gwendolyn.c.meyer@nab02.usace.army.mil.

If you have questions concerning the scoping meetings, please contact Gwen Meyer at 410-962-9502 or e-mail at the above address.

SD 12/10 RO 12/15 1181793





THE BALTIMORE SUN  
BALTIMORE, MARYLAND 21278-0001

December 11, 2003

WE HEREBY CERTIFY, that the annexed advertisement of

AD NO.: 81219  
EA ENGINEERING, SCIENCE, INC.  
15 LOVETON CIRCLE  
SPARKS MD 21152

was published in "THE BALTIMORE SUN" a daily newspaper printed  
and published in the City of Baltimore 12/10/03

The Baltimore Sun Company,

By [Signature]

7331

Notice of Public Scoping Meetings  
Poplar Island Expansion Study

The U.S. Army Corps of Engineers, Baltimore District (Corps) is conducting two public scoping meetings for the initiation of a Supplemental Environmental Impact Statement (SEIS) for the Poplar Island Expansion Study (PIES). The Poplar Island Environmental Restoration Project (PIERP) is currently restoring over 1,100 acres of island habitat, half uplands and half wetlands, using 35,000 linear feet of containment dikes. The PIES includes modifying the project to provide additional capacity and increase habitat. Options include raising the final design height of the existing dikes within the upland cells and/or constructing a lateral expansion of the existing island footprint. Also to be considered with the expansion are environmental enhancements on Poplar Island and within Poplar Harbor, increased recreational and educational opportunities, and potential acceptance of dredged material from additional channels. Material from Baltimore Harbor within the Patapsco River will not be considered for placement at Poplar Island in accordance with the PIERP Environmental Impact Statement (EIS). The Corps invites interested agencies, organizations, and individuals to attend a public scoping meeting to submit comments or suggestions on the environmental issues or recommended scope of this SEIS. The scoping meetings have been scheduled as follows:

Monday, January 12, 2004, 1:00 p.m. displays, 2:00 p.m. presentation  
Queen Anne's County Library - Kent Island Branch  
200 Library Circle  
Stevensville, MD 21666

Thursday, January 15, 2004 at 7:00 p.m. displays, 8:00 p.m. presentation  
Tighman Elementary School  
21374 Foster Ave  
Tighman, MD 21671

The two public meetings will be identical in format and are being held to provide opportunities for residents to take part in the public involvement program. Displays regarding information on current activities at the PIERP and example dike alignments for the PIES will be available for review approximately one hour prior to the scoping meetings. The meetings will also include a presentation by the Corps and allow for open discussions and public comment on the PIES.

Oral or written comments may be provided for determination of the scope of the SEIS at the public scoping meetings. Written comments may also be submitted to the Corps up to 30 days from the date of the last scoping meeting. Written comments may be mailed to the U.S. Army Corps of Engineers - Baltimore District, CENAB-PL, Attn: Gwen Meyer, P.O. Box 1715, Baltimore, Maryland 21203-1715 or e-mailed to gwendolyn.c.meyer@nab02.usace.army.mil.

If you have questions concerning the scoping meetings, please contact Gwen Meyer at 410-962-9602 or e-mail at the above address.

Sara

The Record Observer  
Centreville, MD

This is to certify that the annexed

Notice was published in

The Record Observer,

One of the newspapers printed and

Published in Queen Anne's County,

Maryland,

1 times in each of 1

Successive weeks beginning the

12<sup>TH</sup> day of Dec.

2003

And the last insertion on the 12<sup>TH</sup>

Day of Dec. 2003

Chesapeake Publishing Corporation  
Publishers of The Record Observer

Per

SD

### Notice of Public Scoping Meetings

#### Poplar Island Expansion Study

The U.S. Army Corps of Engineers, Baltimore District (Corps) is conducting two public scoping meetings for the initiation of a Supplemental Environmental Impact Statement (SEIS) for the Poplar Island Expansion Study (PIES). The Poplar Island Environmental Restoration Project (PIERP) is currently restoring over 1,100 acres of island habitat, half uplands and half wetlands, using 35,000 linear feet of containment dikes. The PIES includes modifying the project to provide additional capacity and increase habitat. Options include raising the final design height of the existing dikes within the upland cells and/or constructing a lateral expansion of the existing island footprint. Also to be considered with the expansion are environmental enhancements on Poplar Island and within Poplar Harbor, increased recreational and educational opportunities, and potential acceptance of dredged material from additional channels. Material from Baltimore Harbor within the Patapsco River will not be considered for placement at Poplar Island in accordance with the PIERP Environmental Impact Statement (EIS). The Corps invites interested agencies, organizations, and individuals to attend a public scoping meeting to submit comments or suggestions on the environmental issues or recommended scope of this SEIS. The scoping meetings have been scheduled as follows:

Monday, January 12, 2004; 1:00 p.m. displays, 2:00 p.m. presentation  
Queen Anne's County Library - Kent Island Branch  
200 Library Circle  
Stevensville, MD 21666

Thursday, January 15, 2004 at 7:00 p.m. displays, 8:00 p.m. presentation  
Tilghman Elementary School  
21374 Foster Ave  
Tilghman, MD 21671

The two public meetings will be identical in format and are being held to provide opportunities for residents to take part in the public involvement program. Displays regarding information on current activities at the PIERP and example dike alignments for the PIES will be available for review approximately one hour prior to the scoping meetings. The meetings will also include a presentation by the Corps and allow for open discussions and public comment on the PIES.

Oral or written comments may be provided for determination of the scope of the SEIS at the public scoping meetings. Written comments may also be submitted to the Corps up to 30 days from the date of the last scoping meeting. Written comments may be mailed to the U.S. Army Corps of Engineers - Baltimore District, CENAB-PL, Attn: Gwen Meyer, P.O. Box 1715, Baltimore, Maryland 21203-1715 or e-mailed to gwendolyn.c.meyer@nab02.usace.army.mil.

If you have questions concerning the scoping meetings, please contact Gwen Meyer at 410-962-9502 or e-mail at the above address.

SD 12/10 RO 12/15 1181793





FEB 06 2004

*Chesapeake Publishing Corporation*

P.O. BOX 600 • 29088 AIRPARK DRIVE • EASTON, MARYLAND 21601 • (410) 822-1500

DELMARVA DIVISION  
MID-SHORE GROUP

SUNDAY STAR  
STAR-DEMOCRAT  
TIMES-RECORD  
RECORD-OBSERVER  
BAY TIMES  
DORCHESTER STAR

DIRECT LINES  
EDITORIAL  
820-8510  
CIRCULATION  
820-8505  
CLASSIFIED  
820-8500

FAX LINES  
EDITORIAL  
820-8519  
ADVERTISING  
820-8512

AFFIDAVIT

This is to certify that on 1/7/04 an advertisement for EIA Engineering Science + Technology in Star Democrat; this ad was 4x6 1/2 in size and was ordered on PO# n/a.

*Tracy Bryant Jacobs*  
Chesapeake Publishing Corporation

Dated: 1/5/04

Sworn and subscribed to me this 5 day of February, 2004 in the County of Talbot, State of Maryland.

*Crystal Lynn Hamilton*  
Notary Public

My Commission Expires:



US Army Corps  
of Engineers  
Baltimore District



Maryland Port  
Administration

**Public Scoping Meetings for The Poplar Island Expansion Study (PIES)**

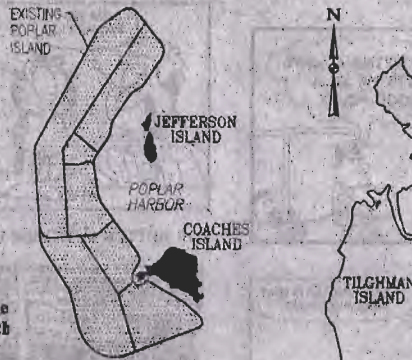
The U.S. Army Corps of Engineers (Corps) and the Maryland Port Administration (MPA) have initiated a study to evaluate the feasibility of expanding the Poplar Island Environmental Restoration Project in Talbot County, MD. Information on the existing project and ideas on expansion will be briefly presented. The purpose of the meeting is to hear your opinions and to obtain information from you regarding the expansion study. Corps and MPA staff will be available to provide information and answer questions.

**January 12, 2004** 1:00 p.m. displays, 2:00 p.m. presentation  
Queen Anne's County Library - Kent Island Branch  
200 Library Circle  
Stevensville, MD 21666  
(410) 643-8161  
**(Postponement date is January 26, 2004 at 1:00p.m.)\***

**January 15, 2004** 7:00 p.m. displays, 8:00 p.m. presentation  
Tilghman Elementary School  
21374 Foster Ave  
Tilghman, MD 21671  
(410) 886-2391  
**(Postponement date is January 22, 2004 at 7:00p.m.)\***

\*If the school or county library is closed due to inclement weather, the scoping meeting(s) will be held on the postponement date noted.

If you cannot attend the meeting and wish to comment, you may contact Ms. Gwen Meyer at P.O. Box 1715, Baltimore, MD 21203, or call (410) 962-9502, or e-mail at [gwendolyn.e.meyer@usace.army.mil](mailto:gwendolyn.e.meyer@usace.army.mil)



OFFICE OF  
**The Capital**

Published by  
**CAPITAL-GAZETTE NEWSPAPERS**

HOLDER OF CONTRACT FOR ANNE ARUNDEL COUNTY ADVERTISING

**CERTIFICATE OF PUBLICATION**

Annapolis, MD, January 7, 2004

We hereby certify, that the annexed Reminder - Notice of Public Meeting

was published in

**The Capital**

a newspaper published in the City of Annapolis, Anne Arundel  
County, MD, once a week for \_\_\_\_\_

successive weeks before the 26th

day of January, 2004

The insertions being made the 7th of January,  
2004

**CAPITAL-GAZETTE NEWSPAPERS**

By L. Eulene Handberg

**REMINDER  
NOTICE OF PUBLIC MEETINGS**

**POPLAR ISLAND EXPANSION STUDY**

The U.S. Army Corps of Engineers, Baltimore District (Corps) is conducting two public scoping meetings for the initiation of a General Reevaluation Report (GRR) to consider alternatives to expand the existing dredged material capacity and increase habitat at Poplar Island.

The Corps invites interested agencies, organizations, and individuals to attend a public scoping meeting to provide input, comments or suggestions on potential alternatives to expand Poplar Island. The public meetings have been scheduled as follows:

**Monday, January 12, 2004**, 1:00 p.m. displays, 2:00 p.m. presentation  
Queen Anne's County Library - Kent Island Branch  
200 Library Circle  
Stevensville, MD 21666  
(410) 643-8161

**(Postponement date is Monday, January 26, 2004 at 1:00 p.m.)\***

**Thursday, January 15, 2004**, 7:00 p.m. displays, 8:00 p.m. presentation  
Tilghman Elementary School  
21374 Foster Ave.  
Tilghman, MD 21671  
(410) 886-2391

**(Postponement date is Thursday, January 22, 2004 at 7:00 p.m.)\***

**\*If the school or county library is closed due to inclement weather, the scoping meeting(s) will be held on the postponement date(s) noted.**

Oral or written comments may be provided at the public scoping meetings for the GRR, which includes a Supplemental Environmental Impact Statement. Written comments may also be submitted to the Corps up to 27 February, 2004. Written comments may be mailed to the U.S. Army Corps of Engineers - Baltimore District, CENAB-PL, Attn: Gwen Meyer, P.O. Box 1715, Baltimore, Maryland 21203-1715 or e-mailed to gwendolyn.c.meyer@usace.army.mil.

If you have questions concerning the scoping meetings, please contact Gwen Meyer at 410-962-9502 or e-mail at the above address.

1/07  
12932

No. \_\_\_\_\_





THE BALTIMORE SUN  
BALTIMORE, MARYLAND 21278-0001

.....*January 9*..... 20*04*.....

WE HEREBY CERTIFY, that the annexed advertisement of

AD NO.: 53688  
EA ENGINEERING, SCIENCE, INC.  
15 LOVETON CIRCLE  
SPARKS MD 21152

was published in "THE BALTIMORE SUN" a daily newspaper printed  
and published in the City of Baltimore.....*1/2/04*.....

The Baltimore Sun Company,

By.....*[Signature]*.....

7331

**REMINDER**  
**Notice of Public Meetings**  
**Poplar Island Expansion Study**

The U.S. Army Corps of Engineers, Baltimore District (Corps) is conducting two public scoping meetings for the initiation of a General Reevaluation Report (GRR) to consider alternatives to expand the existing dredged material capacity and increase habitat at Poplar Island.

The Corps invites interested agencies, organizations, and individuals to attend a public scoping meeting to provide input, comments or suggestions on potential alternatives to expand Poplar Island. The public meetings have been scheduled as follows:

Monday, January 12, 2004, 1:00 p.m. displays, 2:00 p.m. presentation  
Queen Anne's County Library - Kent Island Branch  
200 Library Circle  
Stevensville, MD 21666  
(410) 643-8161

(Postponement date is Monday, January 26, 2004 at 1:00p.m.)\*

Thursday, January 15, 2004, 7:00 p.m. displays, 8:00 p.m. presentation  
Tilghman Elementary School  
21374 Foster Ave  
Tilghman, MD 21671  
(410) 886-2391

(Postponement date is Thursday, January 22, 2004 at 7:00p.m.)\*

\*If the school or library is closed due to inclement weather, the scoping meetings(s) will be held on the postponement date noted.

Oral or written comments may be provided at the public scoping meetings for the GRR, which includes a Supplemental Environmental Impact Statement. Written comments may also be submitted to the Corps up to 27 February 2004. Written comments may be mailed to the U.S. Army Corps of Engineers - Baltimore District, CENAB-PL, Attn: Gwen Meyer, P.O. Box 1715, Baltimore, Maryland 21203-1715 or e-mailed to gwendoly.e.meyer@usace.army.mil.

If you have questions concerning the public meetings, please contact Gwen Meyer at 410-962-9502 or e-mail at the above address.

7248112  
119

Peggy Derrick

The Record Observer  
Centreville, MD

**We Hereby Certify**

That the annexed Notice was  
published in

The Record Observer

one of the newspapers printed

and

published in Queen Anne's County,

Maryland,

1 times in each of 1

successive weeks beginning the

9 day of Jan

20 04

and the last insertion on the

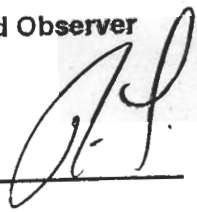
9 day of Jan

20 04

Chesapeake Publishing  
Corporation

Publishers of The Record Observer

Per



**REMINDER**

**Notice of Public Meetings**

**Poplar Island Expansion Study**

The U.S. Army Corps of Engineers, Baltimore District (Corps) is conducting two public scoping meetings for the initiation of a General Reevaluation Report (GRR) to consider alternatives to expand the existing dredged material capacity and increase habitat at Poplar Island.

The Corps invites interested agencies, organizations, and individuals to attend a public scoping meeting to provide input, comments or suggestions on potential alternatives to expand Poplar Island. The public meetings have been scheduled as follows:

Monday, January 12, 2004, 1:00 p.m. displays, 2:00 p.m. presentation  
Queen Anne's County Library - Kent Island Branch  
200 Library Circle  
Stevensville, MD 21666  
(410) 643-8161  
(Postponement date is Monday, January 26, 2004 at 1:00p.m.)

Thursday, January 15, 2004, 7:00 p.m. displays, 8:00 p.m. presentation Tilghman Elementary School  
21374 Foster Ave  
Tilghman, MD 21671  
(410) 886-2391  
(Postponement date is Thursday, January 22, 2004 at 7:00p.m.)

**\*If the school or county library is closed due to inclement weather, the scoping meeting(s) will be held on the postponement date noted.**

Oral or written comments may be provided at the public scoping meetings for the GRR, which includes a Supplemental Environmental Impact Statement. Written comments may also be submitted to the Corps up to 27 February 2004. Written comments may be mailed to the U.S. Army Corps of Engineers - Baltimore District, CENAB-PL, Attn: Gwen Meyer, P.O. Box 1715, Baltimore, Maryland 21203-1715 or e-mailed to gwendolyn.c.meyer@usace.army.mil.

If you have questions concerning the public meetings, please contact Gwen Meyer at 410-962-9502 or e-mail at the above address.

RO 1/9 11190800

Wed Capital 9/15/04



US Army Corps  
of Engineers  
Baltimore District

## Public Update Meeting for The Poplar Island Expansion Study (PIES)



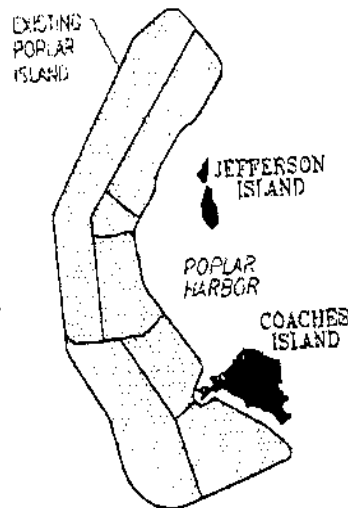
Maryland Port  
Administration

The U.S. Army Corps of Engineers (Corps) and the Maryland Port Administration (MPA) are undertaking a study to evaluate the feasibility of expanding the Poplar Island Environmental Restoration Project (PIERP) in Talbot County, on Maryland's Eastern Shore. Conceptual alignment(s) for a proposed northern expansion will be presented and potential recreational components of the project will be discussed. The purpose of the meeting is to update the public on progress of the study, to hear your opinions, and to obtain information from you regarding the proposed northern expansion. Corps and MPA staff will be available to provide information and answer questions.

**Wednesday, October 6, 2004**

6:00 p.m. displays, 7:00 p.m. presentation  
Tilghman Elementary School  
21374 Foster Ave  
Tilghman, MD 21671  
(410) 886-2391

If you cannot attend the meeting and wish to comment, you may contact Ms. Gwen Meyer at P.O. Box 1715, Baltimore, MD 21203, call (410) 962-9502 or 1-800-295-1610, or e-mail at the following address:  
[gwendolyn.c.meyer@usace.army.mil](mailto:gwendolyn.c.meyer@usace.army.mil)







US Army Corps  
of Engineers  
Baltimore District

## Public Update Meeting for The Poplar Island Expansion Study (PIES)

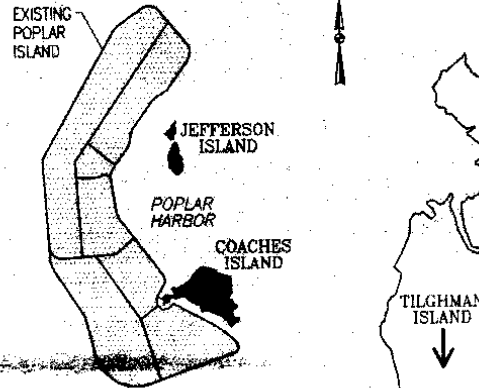


Maryland Port  
Administration

The U.S. Army Corps of Engineers (Corps) and the Maryland Port Administration (MPA) are undertaking a study to evaluate the feasibility of expanding the Poplar Island Environmental Restoration Project (PIERP) in Talbot County, on Maryland's Eastern Shore. Conceptual alignment(s) for a proposed northern expansion will be presented and potential recreational components of the project will be discussed. The purpose of the meeting is to update the public on progress of the study, to hear your opinions, and to obtain information from you regarding the proposed northern expansion. Corps and MPA staff will be available to provide information and answer questions.

**Wednesday, October 6, 2004**  
6:00 p.m. displays, 7:00 p.m. presentation  
Tilghman Elementary School  
21374 Foster Ave  
Tilghman, MD 21671  
(410) 886-2391

If you cannot attend the meeting and wish to comment, you may contact Ms. Gwen Meyer at P.O. Box 1715, Baltimore, MD 21203, call (410) 962-9502 or 1-800-295-1610, or e-mail at the following address:  
[gwendolyn.c.meyer@usace.army.mil](mailto:gwendolyn.c.meyer@usace.army.mil)



*Chesapeake Publishing Corporation*  
P.O. BOX 800 • 8008 AIRPARK DRIVE • BASTON, MARYLAND 21601 • (410) 882-1800

### AFFIDAVIT

This is to certify that on 9/17/04 11/2/04 advertisement for  
US Army Corp of Engineers ran in  
The Record Observer; this ad was 4 x 6-5 in size and  
was ordered on PO# 22252  
623543

*Gwen Meyer*  
Chesapeake Publishing Corporation

Dated: 2/1/2005

Sworn and subscribed to me this 1<sup>st</sup> day of February, 2005  
in the County of Talbot State of Maryland.

*Kimberly J. Whiteley*  
Notary Public

My Commission Expires:  
7/1/2007



DEPARTMENT DIVISION  
NO SHARP OBJECTS  
NO FIRE  
NO FLAMMABLE  
NO TOXIC  
NO LIQUIDS  
NO GASES  
NO SPARKING  
NO OPEN FLAMES

PRINT LABEL  
NO SHARP OBJECTS  
NO FIRE  
NO FLAMMABLE  
NO TOXIC  
NO LIQUIDS  
NO GASES  
NO SPARKING  
NO OPEN FLAMES



# Watermen



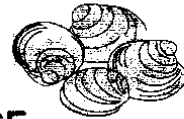
The Corps of Engineers and the  
 MD Port Administration  
 would like to talk with you about the  
**Poplar Island Expansion Study**

On:

Tuesday, November 16<sup>th</sup>, 7-9 p.m.  
 Tilghman Elementary School Library



## Thanks!



Call Mark Mendelsohn, USACE  
 for more information  
 1-800-295-1610 • 1-410-962-9499



*Chesapeake Publishing Corporation*

P.O. BOX 880 • 8008 APPAPK DRIVE • BASTON, MARYLAND 21031 • (410) 880-1800

**AFFIDAVIT**

This is to certify that on Feb 14/2005 an advertisement for  
U.S. Army Corp of Engineering run in  
The Star Democrat; this ad was 4 1/2 x 5 1/2 in size and  
 was ordered on FO# 422252.  
 027543

Mr. Perry  
 Chesapeake Publishing Corporation

Dated: 2/4/2005

Sworn and subscribed to on this 1<sup>st</sup> day of February, 2005  
 in the County of Talbot, State of Maryland.

Kimberly D. Watley  
 Notary Public

My Commission Expires:  
7/1/2007



COLUMBIA DIVISION  
 MEDICAL GROUP  
 10/10/04  
 10/10/04  
 10/10/04  
 10/10/04  
 10/10/04

PRINT LINE  
 10/10/04  
 10/10/04  
 10/10/04  
 10/10/04  
 10/10/04





# Watermen

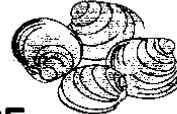


The Corps of Engineers and the  
MD Port Administration  
would like to talk with you about the  
**Poplar Island Expansion Study**

On:  
Tuesday, November 16<sup>th</sup>, 7-9 p.m.  
Tilghman Elementary School Library



## Thanks!



Call Mark Mendelsohn, USACE  
for more information  
1-800-295-1610 • 1-410-962-9499



*Chesapeake Publishing Corporation*  
P.O. BOX 800 • 2000 AIRPARK DRIVE • BARTON, MARYLAND 21011 • (410) 860-1000

### AFFIDAVIT

This is to certify that on 9/16/04 advertisement for  
US Army Corp of Engineering ran in  
The Record Observer; this ad was 4x6-5 in size and  
was ordered on PO# 22252.  
w/2543

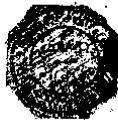
Pat Perry  
Chesapeake Publishing Corporation  
Date: 2/1/2005

Sworn and subscribed to me this 1<sup>st</sup> day of February, 2005  
in the County of Talbot, State of Maryland.

Frank P. Whiteley  
Notary Public

NY Commission Expires:  
7/1/2007

SEAL



DELIVERED BY  
MAILING SERVICE  
FIRST CLASS  
POSTAGE  
PAID  
PERMIT NO. 1234  
BALTIMORE, MD  
NO POSTAGE  
NECESSARY  
IF MAILED  
IN THE  
UNITED STATES

# The Mail

The views and opinions expressed in *The Mail* do not necessarily represent those of the Maryland Watermen's Association.

## Mikulski initiates funding for Bay in 2005

Dear Mr. Simms:

I have good news!

I was able to secure \$2 million for oyster restoration efforts in the Chesapeake Bay in the 2005 Commerce, Justice State and the Judiciary Appropriations bill, which recently passed the Senate Appropriations Committee.

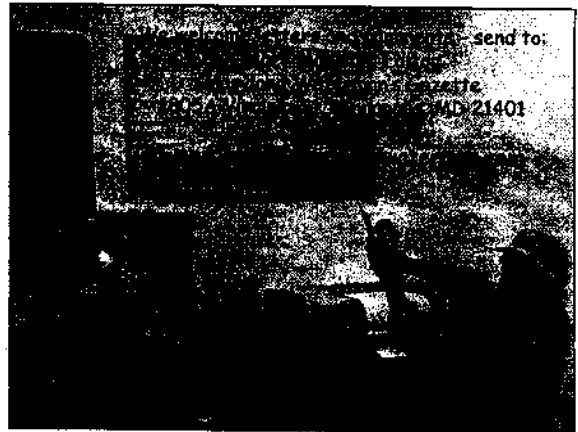
This funding will help restore oyster habitats and oyster reefs and assist the planting of disease free oysters. We know how important oysters are to the health of the Chesapeake Bay. Oyster restoration has double value, driving the Maryland economy and restoring the Bay.

Passage of this bill by the Senate Appropriations Committee is an important first step to securing funding for vital Maryland programs, but we still have a long way to go to Senate passage and consideration by the full Congress.

I was proud to support this project and wanted you to be aware of the good news. Please let me know if I can be of any more assistance to you in the future.

Sincerely,


Barbara A. Mikulski  
United States Senator




**Need a boat survey?**  
*It's easier than you think -*  
*accredited surveyor, helping the needs*  
*of watermen for 5 years*  
*Call Capt. Tom Baker*  
*(410) 923-6042*  
**no charge for travel / special rate for TFL holders**

**QUALITY CUSTOM PRODUCTS & SERVICE FOR THE SEAFOOD INDUSTRY SINCE 1936**


- Lobster, crab & finfish live holding systems. Aeration, refrigeration, filtration, tanks & components to upgrade existing systems.
- Clam, oyster, mussel purification systems.
- Soft crab shedding systems & components.
- Refrigerated sea water & brine systems, shell & tube condensers, brine coolers, chillers built & retubed, for land & sea.



**WOLF MARINE SYSTEMS**  
 709 Hart St.  
 Brooklyn, NY 11221  
 (718) 443-1567  
 Fax# (718) 443-1250




# Watermen

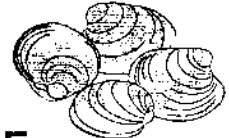


The Corps of Engineers and the MD Port Administration would like to talk with you about the **Poplar Island Expansion Study**

On: **Tuesday, November 16<sup>th</sup>, 7-9 p.m.**  
**Tilghman Elementary School Library**



**Thanks!**



**Call Mark Mendelsohn, USACE for more information**  
**1-800-295-1610 • 1-410-962-9499**

**Public Comments from Scoping and Update Meetings  
(December 2003 through December 2004)**

Message-ID:

<A5CAA5171C8BAC4E9E6CF3CA355884680B798E@tawesex05.langroup.dnr.md>

From: "Dunbar, Pete" <PDUNBAR@dnr.state.md.us>

To: "Meyer, Gwendolyn C NAB02" <Gwendolyn.C.Meyer@nab02.usace.army.mil>

Cc: "Goshorn, David" <DGOSHORN@dnr.state.md.us>

Subject: Popular Island Expansion Study

Date: Sun, 21 Dec 2003 09:07:09 -0600

MIME-Version: 1.0

X-Mailer: Internet Mail Service (5.5.2657.72)

Content-Type: multipart/alternative; boundary="-----

\_=\_NextPart\_003\_01C4E6CE.AD57FA56"

Gwen, I've received your PIES coordination notice, dated 12/3 and would like to receive a copy of the environmental documentation and a list of recipients receiving the 12/3 notice. I am on your mailing list as Pete Dunbar, Acting Director, Resource Assessment Service (RAS), MD-DNR. I am replacing Paul Massicot of DNR-RAS who I believe was active in the Port's long term dredging plans.

Until we establish the new structure of RAS and determine the desired level of involvement in the Popular Island project, please keep Dave Goshorn (address above) and myself informed of the activities related to the project.

Thanks and have a nice holiday

Pete Dunbar

Acting Director, Resource Assessment Service

410 260 8665

Message-ID: <002401c3d2fb\$d7c45b60\$e2b41cd0@9rdz30b>  
From: John M Williams  
To: "Meyer, Gwendolyn C NAB02" <Gwendolyn.C.Meyer@nab02.usace.army.mil>  
Subject: PIES -- Poplar Island Expansion Study  
Date: Sun, 4 Jan 2004 12:47:19 -0600  
MIME-Version: 1.0  
X-Mailer: Internet Mail Service (5.5.2657.72)  
Content-Type: multipart/alternative; boundary="-----  
\_=\_NextPart\_003\_01C4E6CE.AD57FA56"

Ms. Meyer:

In accord with the Study Information and Coordination Notice, I hereby request being placed on the mailing list for receipt of the General Reevaluation Report (GRR) and the Supplemental Environmental Impact Statement (SEIS) for the project to expand Poplar Island.

My mailing address is  
John M. Williams

Thank you for your attention to this request.

Sincerely,  
John Williams

## Gomez, Michele NAB02

---

**From:** Ray S Mayfield  
**Sent:** Sunday, January 25, 2004 11:13 AM  
**To:** PoplarIsland@nab02.usace.army.mil  
**Subject:** Citizen Comment on Proposed Expansion of the Project

I was a member of the audience at the Tilghman Island presentation some two weeks ago. The presentation and information provided was revealing, and I am comfortable that the project is steering a careful course to include the interests of all things, including the fish and birds that don't have much say in the process.... Although I do hope the island does not become a haven for the Mute Swans... We need to eliminate them!!!

Of the eight possible configurations of the expansion, the one that seemed most appropriate to me was Number 7 which showed expansion on the north end of the project. It provided substantial new capacity and appeared to require the least amount of encroachment into the bay. More important, it would appear to maintain the width of the channel between the island and the mainland. I have little knowledge in hydro engineering, but I am concerned that if the channel is narrowed, the flow of water through it will increase in speed which could lead to additional shoreline problems. I am sure the project leadership is considering such issues as shoreline impact along the mainland portion and on Tilghman Island.

Thank you for providing the opportunity for our participation, and for patiently dealing with all our concerns.

Ray Mayfield

## POPLAR ISLAND EXPANSION PHONE CONVERSATION RECORD

<b>Time/Date</b>	<b>Name/Phone/Organization</b>	<b>Topic</b>
February 26, 2004	Mark Mendelsohn	P.I. Expansion/

### **Summary:**

I was called by Ms. Joanne Mulvy, about the Watermens meeting notice in the Easton Star-Democrat dated. Feb. 25, 2004.

Ms. Mulvy said that she wasn't aware that the Corps was considering expanding the Poplar Island Project.

Her concerns were:

Viewshed impacts – her view of the bay has Poplar in it now and she is concerned that she will see less of the bay and more of the project and its equipment.

Quality of dredged material at the site.

She thought she would get more shoreline protection than she has received as a result of the existing project.

She also had an enquiry about the potential use of the Knapps Narrows channel material as placement on her shoreline.

### **Actions:**

I mailed her a newsletter and Public Notice and enclosed a note to ensure her that written comments will still be accepted

I told her that nothing would be decided any time soon and that an EIS is being prepared.

I talked to her about the testing of the material that has been placed at the project: Tolchester, Brewerton, and Craighill. I also told her about inner harbor material, Hart-Miller Island, and the North Point /Rock Point line.

I called Bob Blama (OP-N) about the Knapps Narrows material.

I told her I would get her the number of a DNR contact (Kerry Keough) that may know about funding for shoreline restoration.

ADRIENNE K. NASSAU

March 22, 2004

Honorable Sheila Hixson  
Chair  
Ways and Means Committee  
Maryland House of Delegates  
Annapolis, MD

COPY

Dear Sheila:

It has been some time since we have seen each other, but I hear about your exploits through Gene Counihan and some of our other friends.

This is the very first time that I have written to you regarding an issue. As you know, I have a home on the Eastern Shore of the Chesapeake Bay where I spend most of my time. (I also maintain the apartment in Bethesda, where I spend a couple of days a week). My Bay home faces Poplar Island. In fact, it is probably the closest residence to Poplar Island.

Poplar Island has been a work in progress for a number of years. Initiation on the project started a few years before Steve passed away. Both Steve and I were strong supporters of the project, even though our home is affected by construction and filling noise; because we believed that the project was a marvelous way of creating an environmental asset (wildlife habitat) out of what is normally considered an environmental hazard (dredge material). I still support the project concept; and I have found the people associated with the project to be respectful of the community and welcoming to its neighbors.

However, I now understand that a further enlargement of the island is planned. It is hard to imagine that enlargement is a necessity at this point in time. When construction started on the island, we were told that it would take twenty years to complete fill operations. Even if filling is proceeding faster than expected, it will take many years to reach capacity. It seems absurd to spend money on a further phase at this time, when funds are so desperately needed for other higher priority needs. As you know, I worked as a project manager for the World Bank for many years, and I am quite aware of the time value of money, and the real benefits derived by delaying the initiation of projects until they are really needed. Furthermore, I think a number of the neighbors are tired of the construction and fill noise, as well as the klieg lights on the island, and we would like to see it wrapped up and concluded.

I hope that you will investigate the necessity and timing of further investment. I look forward to hearing the results of your investigation.

Let's get together sometime. I pass through Annapolis all the time. Best wishes to you, to Howard and to your family.

Sincerely,

Adrienne Nassau



Message-ID:

<EBA2C24D87160D408592047AD2CF7EF56D13C7@nabmail01.nab.ds.usace.army.mil>

From: "Mendelsohn, Mark NAB02" <Mark.Mendelsohn@nab02.usace.army.mil>

To:

Cc: "Meyer, Gwendolyn C NAB02" <Gwendolyn.C.Meyer@nab02.usace.army.mil>, "Johnson, Scott NAB02" <Scott.Johnson@nab02.usace.army.mil>

Subject: receipt of letter

Date: Mon, 29 Mar 2004 14:18:53 -0600

MIME-Version: 1.0

X-Mailer: Internet Mail Service (5.5.2657.72)

Content-Type: multipart/alternative; boundary="----

\_=\_NextPart\_003\_01C4E6CE.AD57FA56"

Dear Ms. Nassau:

Thank you for your thoughtful letter and the kind words about the project. We'll make sure that you are informed of the study progress and results. I have given a copy to Scott Johnson who is the Corps manager for the existing project and to Gwen Meyer who is the manager of the expansion study.

If you can provide additional information on the noise issue I would appreciate it. I know that during dike construction there was a problem with a contractor crew boat that needed a muffler repair but I wasn't aware that noise was still an issue.

Thank You.

Regards,

Mark Mendelsohn  
Biologist, USACE  
(410) 962-9499

Message-ID: <008f01c49d88\$014022b0\$89e4f804@Tompkins>  
From: Fred Tompkins  
To: "Meyer, Gwendolyn C NAB02" <Gwendolyn.C.Meyer@nab02.usace.army.mil>  
Subject: Popular Island  
Date: Sat, 18 Sep 2004 08:01:32 -0600  
MIME-Version: 1.0  
X-Mailer: Internet Mail Service (5.5.2657.72)  
Content-Type: multipart/alternative; boundary="----  
\_=\_NextPart\_003\_01C4E6CE.AD57FA56"

I recently noted the bit in Easton's Star Democrat regarding the possible expansion of Popular Island to add recreational facilities. As my husband and I will be out of town and cannot attend the public meeting to be held on Tilghman Island in October I must express my dismay, disappointment, anguish and, frankly, betrayed over this turn of events.

As I recall when the project to remake Popular Island was first announced the fact that there would not be any access to the Island for recreational use -- that it would be strictly preserved for regeneration of natural materials, flora, fauna, spawning grounds for fish, turtles, crabs, etc., was something we all enthusiastically endorsed. Now I wonder just how long this addition has been under consideration. Just how do you (and others) support this change?! How can we innocents support further plans for island regeneration such as Taylor Island and probably others in the planning stage.? Yes, I feel betrayed and question those who are in place to make such decisions.

I would like to be included in your response to others regarding this subject:

Linda Tompkins

7 October 2004

U.S. Army Corps of Engineers, Baltimore District  
Poplar Island Expansion Study

Dear Ms. Meyer

I arranged for a group visit to Poplar Island on 9 September and will be taking another group there on 26 October. My entire group, made up of senior citizens from Easton, MD, were very impressed and pleased by what we saw. We greatly appreciate the fact that Poplar Island will be an environmental enclave and congratulate the Corps and the State of Maryland for this endeavor.

I attended the public update meeting at Tilghman Elementary School on 6 October, listened to the comments made and have a few of my own. I am a sailor and often get very aggravated at the watermen for where they place their crab pots. However, in this case I find I must agree with them. For various reasons the watermen are being pushed out throughout the Chesapeake Bay. I see no reason to compound their problems by expanding Poplar Island beyond its current size. Rebuilding the island to its original footprint is enough. You should look to other locations for places to put the dredge material.

When I toured Poplar Island, and more so after hearing the comments last night, I came to believe that you are overdoing the Terrapin turtle introduction/preservation experiment. I believe it is time to remove the enclosures protecting the eggs and newly hatched turtles and let nature take its course.

You have my support for continuing Poplar Island as the project is currently formulated. However, I believe that the expansion plan should be terminated.

Sincerely,

A handwritten signature in black ink, appearing to read 'Louis Berman', with a long horizontal flourish extending to the right.

Louis Berman

Message-ID: <BD8C5987.912F%lal@bayweekly.com>  
From: Louis Llovio <lal@bayweekly.com>  
To: "Meyer, Gwendolyn C NAB02" <Gwendolyn.C.Meyer@nab02.usace.army.mil>  
Subject: Poplar Island Public Meeting  
Date: Fri, 8 Oct 2004 12:49:43 -0600  
MIME-Version: 1.0  
X-Mailer: Internet Mail Service (5.5.2657.72)  
Content-Type: multipart/alternative; boundary="-----  
\_=\_NextPart\_003\_01C4E6CE.AD57FA56"

Ms. Meyer,  
We were unable to attend Wednesday night and we wondering if there were transcripts of the meeting.

Thanks for your help,  
Louis.

Louis Llovio  
Staff Writer  
Bay Weekly  
410-867-0304  
lal@bayweekly.com

-----Original Message-----

From: Katrina Jones [<mailto:kjones1@mdot.state.md.us>]

Sent: Thursday, October 14, 2004 2:09 PM

To: Katrina Jones

Subject: MPT to Air Poplar Island Documentary

Ladies and Gentleman:

Maryland Public Television (MPT) will air a documentary about the Poplar Island Restoration Project on "Outdoors Maryland" on the following dates:

Nov. 30 7:30 PM

Dec.2 5:30 AM Repeat

Dec.4 5:30 PM Repeat

The entire show will focus on the project, which is cost shared between the U. S. Army Corps of Engineers and the State of Maryland (MDOT/MPA).

Please mark your calendar and distribute this notice to all interested groups.

This message has been distributed to the following groups:

Bay Enhancement Workgroup

DMMP Citizens Committee

DMMP Management Committee

DMMP Executive Committee

Cox Creek Citizens Committee

Harbor Team

Message-ID: <LPEGIANEINHOBNEEEDAFKEJMCEAA.chrissy@earthlink.net>  
From: Chrissy Albanese <chrissyalbanese@earthlink.net>  
To: "Meyer, Gwendolyn C NAB02" <Gwendolyn.C.Meyer@nab02.usace.army.mil>  
Subject: FW: PI expansion  
Date: Wed, 20 Oct 2004 06:15:07 -0600  
MIME-Version: 1.0  
X-Mailer: Internet Mail Service (5.5.2657.72)  
Content-Type: multipart/alternative; boundary="----  
\_=\_NextPart\_003\_01C4E6CE.AD57FA56"

Gwen-

I know it's not much info, but thought you'd like to see this.

-chrissy

-----Original Message-----

From: Leigh Rollins

Sent: Tuesday, October 19, 2004 2:45 PM

To: chrissyalbanese@earthlink.net

Subject: PI expansion

Hi Chrissy, I couldn't attend the meeting; but I am in favor of the expansion.

Leigh Rollins

---

Don't just search. Find. Check out the new MSN Search!

<http://search.msn.click-url.com/go/onm00200636ave/direct/01/>

December 3, 2004

Mr. Scott Johnson  
Poplar Island Project Manager  
U.S. Army Corps of Engineers  
10 South Howard Street, Room 11000  
Baltimore, MD 21201

Dear Scott,

We had a chance to finally see the proposed extension of the Poplar Island Project at the October 5 public review at Tilghman Elementary School. Naturally, as this proposed extension virtually envelops Jefferson Island, we have some concerns we hope you will address.

We have been researching shoreline stabilization schemes for the northwestern side of the island since we purchased it. We feel one of the nicest aspects of the island is the sweeping view up Eastern Bay. According to the proposal, the current boundary of Poplar Island would be extended south to a point due east and to within 500 feet of Jefferson island. Apparently, this extension will then be built up to a height of 20 feet, effectively obliterating this view.

Another concern we have is increased erosion from tidal waters rushing through the proposed channel running through this new extension. From the proposal, it looks as though these tidal waters will be flowing with great velocity across the north point of our property. We would like proof that erosion rates on Jefferson Island as a result of constricted tidal flows will not increase. If increased erosion is expected or cannot be disproved, we hope the ACOE will provide a satisfactory solution.

Finally, we understand that discussions with the state and Talbot County about developing an area for public access on this new extension are ongoing. Currently, public traffic around the island is minimal and preferred. Not only will encouragement of public visitation to the site decrease the quality of the island, but encouraging the public to visit an area adjacent to our property poses a security threat not only to ourselves but to the dwellings and their contents. As you know, we do not have access to shore power or telephone lines and thusly have no automated security system nor secure communication with the authorities. As a result, we oppose the development of this public access area. If it is felt that this is the only satisfactory place for such a development, again we expect the participants in this endeavor to address our concern and provide a satisfactory solution. We would appreciate a response to this letter no later than January 14, 2005.

Sincerely,

The Jefferson Island Group  
Box 4  
Sherwood, MD  
21665

>>> "Gwendolyn Gibson" <GGIBS@menv.com> 12/7/2004 10:23:18 AM >>>

FYI:

In the last part of her message, Dixie Birch mentions that they are sending a letter to the Corps encouraging wetland thin layering at Blackwater.

-----Original Message-----

From: Dixie\_Birch@fws.gov [mailto:Dixie\_Birch@fws.gov]

Sent: Tuesday, December 07, 2004 9:34 AM

To: Gwendolyn Gibson

Subject: Re: Confirmation of February BEWG meeting date

Hi Gwen:

Thank you for your email. If you could send directions that would be great. Also, if it would be possible for us to present at the beginning of the meeting that would be our preference. If not, any other time is fine.

We will have a power point presentation which illustrates our previous wetland restoration work with the Army Corps of Engineers and the National Aquarium and our plans for the future.

Just to let you know, we plan to send a letter to Colonel Robert Davis and

Mr. James White formally asking that Blackwater National Wildlife Refuge be considered as a possible site for the use of future dredge material.

**We**

**hope** to get that letter out before the holidays.

Thank you,  
Dixie

Dixie L. Birch, Ph.D.  
Supervisory Wildlife Biologist  
Chesapeake Marshlands National Wildlife Refuge Complex  
2145 Key Wallace Drive  
Cambridge, MD 21613  
Phone: 410-228-2692, ext. 118  
Fax: 410-228-3261



**OFFICERS**

**Don Silliman**  
Chairman of the Board  
**Bill Curry**  
President  
**Kenneth Hastings**  
Secretary  
**Diane R. Baynard**  
Treasurer

**BOARD OF DIRECTORS**

Larry Albright  
Phillip J. Angle  
Chris Armitger  
Richard Barrazotto  
Sherman Baynard  
Joe Bruce  
Keith Campbell  
Sidney S. Campen, Jr.  
Joe Capazzoli  
Jack Chaires  
Allen C. Clark, III  
C. D. Clarke  
Brian K. Coakley  
Terry Detrich, M.D.  
David Dickerson  
Rich Dobry, Sr.  
Dennis Doyle  
Joe Evans  
Patrick Flanigan  
James Flannery  
Mark Galasso  
Bob E. Glenn  
D. L. Goddard  
Albert F. Goetze  
Gene Hansen  
Christopher Heald  
Michael Hill  
Scott L. Hopkins  
Tom Hughes  
Scott Jaerhs  
Donna Davenport Judge  
Edward F. Kilduff  
George Krantz  
Bernard "Lefty" Kreh  
Kenneth B. Lewis, M.D.  
Ed Liccione  
Thomas M. Lucke  
Ryck Lydecker  
Robert Macdonald  
Richard Markman  
Michael Nussman  
Brian O'Hare  
John Peacock  
Keith C. Pitchford  
Karen Ripple  
John B. Roen  
Anthony M. Ruggiero  
Robert B. Scrimgeour  
Cyrus Smith  
Frank A. Smith  
William H. Smith  
Charles L. Stout  
John Streh  
Mark Susinno  
Sam Teague  
Frank Tuma  
Bud Waltz  
Ray Wasdyke  
Stanley F. Watkins, Jr.  
John Page Williams

**Robert Glenn**  
Executive Director

**Coastal Conservation Association Maryland**

MID-SHORE-NORTH ANNE ARUNDEL-ANNAPOLIS-GREATER WASHINGTON  
BALTIMORE-KENT NARROWS-SOUTHERN MARYLAND-LOWER SHORE

March 29, 2005

**Mr. Mark Mendelsohn**  
USCACE - PL  
P.O. Box 1715  
Baltimore, MD 21203-1715

Dear Mr. Mendelsohn,

Coastal Conservation Association (CCA) is a non-profit organization dedicated to the conservation, restoration, and protection of our marine resources. CCA has 15 state chapters from Maine to Texas with over 90,000 members. CCA Maryland (CCA MD) has eight local chapters with approximately 2,000 members. We are an advocate first for Maryland's marine resources and their habitats, and secondly for recreational anglers.

It has come to CCA MD's attention that the National Marine Fisheries Service (NMFS) has proposed the inclusion of an embayment in the Poplar Island Expansion Project. CCA MD supports the concept of such embayments and other innovative ideas to mitigate lost essential fish habitat from the implementation Maryland's Dredge Material Management Plan (DMMP).

CCA MD understands the main consideration in the development of the Poplar Island Restoration Project was to provide an environmentally acceptable method to place dredge material. It appears little consideration has been given to the direct and indirect impacts these projects have on essential fish habitat. Also, by drastically altering almost 1000 acres of exceptional shallow water fishing habitat government has created a much less satisfying and less productive perimeter based mid-water fishing experience for shallow-water anglers, while permanently denying access to our once productive historic fishing grounds.

The new concepts being proposed by NMFS could partially mitigate the loss of natural occurring and varying essential fish habitat that has been encased and lost to the Bay. In addition an embayment would lessen the detrimental impacts of the DMMP projects on Maryland's recreational anglers. The original Poplar Island project was difficult to envision. Now having had the opportunity to interact with the finished project CCA MD has grave concerns about any portrayed benefits from future dredge impoundments to our recreationally important finfish and the anglers that pursue them.

**Dedicated to the Conservation and Protection of Marine Life**

101 Ridgely Avenue, Suite 12A • Annapolis, MD 21401  
(410) 280-8770 • (888) 758-6580 • (410) 280-1432

info@ccamd.org

CCA MD requests that the representatives of the various agencies and partners that have influence on the content of the draft Environmental Impact Statement provide alternative options that include the NMFS proposed embayment. By expanding the objectives of the Poplar Island Expansion Project, and future DMMP projects, to include beneficial components for shallow water marine environments and recreational angling, recreational anglers can be encouraged to be supportive.

Thank you for the opportunity to provide CCA's marine conservation and recreational angling perspective for including the NMFS proposed embayment in the Poplar Island Expansion project's EIS.

Respectfully,



Donald W. Silliman  
CCA MD State Chairman

Cc: USF&WS, Jason Miller  
NMFS, John Nichols  
MDNR, Dave Goshorn



REPLY TO  
ATTENTION OF

**DEPARTMENT OF THE ARMY**  
BALTIMORE DISTRICT, U.S. ARMY CORPS OF ENGINEERS  
P. O. BOX 1715  
BALTIMORE, MARYLAND 21203-1715

March 30, 2005

Planning Division

The Jefferson Island Group  
Box 4  
Sherwood, Maryland 21665

To Whom It May Concern:

Thank you for your December 3, 2004, letter regarding the US Army Corps of Engineers (Corps) ongoing study of the proposed expansion of the Poplar Island Environmental Restoration Project. We have not made a final decision on our preferred alternative and we will certainly consider your concerns during the evaluation process.

We continue to examine several alternatives regarding the expansion (including a "no expansion" alternative) and will consider the benefits and detriments of each option. This is a lengthy process during which we examine a great deal of data. We are presently planning on publicly releasing a draft General Re-evaluation Report and Supplemental Environmental Impact Statement in the Summer of 2005. The concerns you have raised about your view, erosion, and safety will be considered in the final version of this document, as will the comments of other individuals and agencies.

View-shed impacts will be evaluated, and the concern about your view of Eastern Bay has been discussed extensively. Study of these view-shed impacts from various points, and at various heights of fill, are under consideration. As you know, some of the alternatives would come close to your property. We will consider your concerns regarding any potential for increased erosion, wave impacts, and tidal currents. Benefits that may occur from any additional protection that may be afforded to Jefferson Island will also be considered in our evaluation of the potential expansion scenarios.

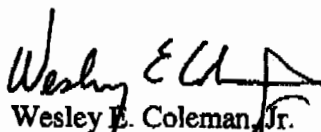
There have been several limited discussions regarding recreational opportunities at Poplar Island. No design has been proposed but we are looking at ways to manage and secure the site for those who might want to use the island. The primary purpose of the Poplar Island Environmental Restoration Project, as well as the potential expansion, is remote island ecosystem restoration. Consequently, anything that might be done for recreation would be ancillary, and would not detract from this objective. If these discussions continue, we will keep in mind your apprehension regarding the safety of Jefferson Island.

-2-

For your information, we are planning another public meeting at Tilghman Island after the release of the draft document. We are also willing to meet with the Jefferson Island Group at your convenience.

I would appreciate it if you would provide the Baltimore District with a contact person in your group, so we may coordinate with that individual directly as issues arise. The contact person for the Poplar Island Expansion Study is Mark Mendelsohn. Mr. Mendelsohn can be reached at 410-962-9499 or [Mark.Mendelsohn@usace.army.mil](mailto:Mark.Mendelsohn@usace.army.mil)

Sincerely,



Wesley E. Coleman, Jr.  
Chief, Civil Project Development Branch

**Notice of Availability (June 2005)**



US Army Corps  
of Engineers  
Baltimore District

Planning Division  
**NOTICE OF AVAILABILITY**

Date: June 17, 2005

**Draft General Reevaluation Report / Supplemental Environmental Impact Statement**

**Poplar Island Environmental Restoration Project  
Talbot County, Maryland**

**ALL INTERESTED PARTIES:**

In accordance with the requirements of the National Environmental Policy Act (NEPA), the U.S. Army Corps of Engineers (USACE), Baltimore District has prepared a Draft General Reevaluation Report (GRR) and Supplemental Environmental Impact Statement (SEIS) for the Poplar Island Environmental Restoration Project (PIERP). The report evaluates the vertical and/or lateral expansion of the PIERP, design modifications to the existing project, the addition of recreational/educational opportunities to the existing project, and the potential to accept dredged material from additional channels not specified for the existing project.

The PIERP is located in the Chesapeake Bay; approximately 39 miles south-southeast of the Port of Baltimore, and two miles northwest of Tilghman Island in Talbot County, Maryland. Approximately 10,000 acres of remote island habitat has been lost throughout the Chesapeake Bay in the last 150 years. Dredged material from the Upper Chesapeake Bay Approach Channels to the Port of Baltimore is being beneficially used to restore 1,140 acres of wetland and upland habitat (approximately 570 acres of wetland habitat and 570 acres of upland habitat), and it is estimated that by 2014 the PIERP will provide up to 40 million cubic yards (mcy) of dredged material placement capacity. To date, approximately 12 mcy of dredged material has been placed at the site. Construction and site operation at the PIERP is a collaborative effort that is cost shared between the Federal sponsor, the U.S. Army Corps of Engineers – Baltimore District (USACE-Baltimore) and the non-Federal sponsor, Maryland Port Administration (MPA).

To address a predicted dredged material placement capacity shortfall, USACE-Baltimore and MPA initiated the Poplar Island Expansion Study (PIES) under the existing PIERP Congressional Authorization, Section 537 of the Water Resources Development Act (WRDA) of 1996. Authorization for ecosystem restoration projects using dredged material is included in Section 204 of the WRDA of 1992, as amended by Section 207 of the WRDA of 1996.

The Draft GRR/SEIS documents the NEPA compliance for the proposed expansion of the PIERP, provides information specific to the actions of the GRR, and supplements the *Poplar Island Restoration Study, Maryland: Integrated Feasibility Report and Environmental Impact Statement* (ERP No. D-COE-D350557-MD) (USACE/MPA, 1996). The expansion of Poplar Island was one of three actions specifically recommended by the USACE-Baltimore District's, *Draft Dredged Material Management Plan (DMMP) and Tiered Environmental Impact Statement* (February 2005). The USACE is making the Draft GRR/SEIS available to the public for review and comment through a Notice of Availability published in the Federal Register. The recommendations of the GRR/SEIS are:

- Construction of a northern lateral expansion of approximately 575 acres, consisting of approximately 60 percent wetland and 40 percent upland habitat;
- Construction of a 5-ft vertical raising of the existing upland Cells 2 and 6 at the PIERP;


- Amending the existing project authorization and Project Cooperation Agreement (PCA) to include the placement of dredged material from the southern approach channels to the Chesapeake and Delaware (C&D) Canal and other small Federal navigation projects;
- Incorporation of design modifications required for the completion of the existing project, and
- Development of recreational and educational enhancements for the PIERP.

We must receive comments on or before August 8, 2005, to ensure consideration in final plan development. Two public meetings will be held for the PIERP integrated Draft GRR/SEIS. The first public meeting will be held at the Talbot County Public Library, Easton Branch, 100 West Dover Street, Easton, Maryland 21601, in the conference room on Tuesday, July 19, 2005 beginning at 6 P.M. The second public meeting will be held at Tilghman Elementary School, 21374 Foster Avenue, Tilghman, Maryland 21617, in the cafeteria on Wednesday, July 20, 2005 beginning at 7 p.m. Staff will be available one hour prior to meeting start time. Both meetings will provide an opportunity for the public to present oral and/or written comments. All persons and organizations that have an interest in the PIERP GRR/SEIS are urged to participate in one or both meetings.

Please send written comments concerning this report to U.S. Army Corps of Engineers, Attn: Mr. Mark Mendelsohn, Planning Division, P.O. Box 1715, Baltimore, MD 21203. Telephone: (410) 962-9499 or 1-800-295-1610. Please submit electronic comments to [mark.mendelsohn@usace.army.mil](mailto:mark.mendelsohn@usace.army.mil). Your comments must be contained in the body of your message; please do not send attached files. Please include your name and address in your message. You may view the Draft GRR/SEIS and related information on the USACE web page at <http://www.nab.usace.army.mil/projects/Maryland/PoplarIsland/expansion.html>. USACE has distributed copies of the Draft GRR/SEIS to appropriate members of Congress, State, and local government officials, Federal agencies, and other interested parties. Copies are also available for public review at the following locations:

- (1) Talbot County Public Library, Easton Branch, 100 West Dover Street, Easton, MD 21601
- (2) Queen Anne's County Public Library, Stevensville Branch, 200 Library Circle, Stevensville, MD 21666
- (3) Anne Arundel County Public Library, 1410 West Street, Annapolis, MD 21401.
- (4) Talbot County Public Library, Tilghman Island Elementary School Branch, 21374 Foster Avenue Tilghman, MD 21671
- (5) Enoch Pratt Free Library, 400 Cathedral St., Baltimore, MD 21201-4484

After the public comment period ends on August 8, 2005, the USACE will consider all comments received. The Draft GRR/SEIS will be revised as appropriate and a Final GRR/SEIS will be issued.

  
Wesley E. Coleman, Jr.  
Chief, Civil Project Development Branch

**DEPARTMENT OF DEFENSE****Department of the Army, Corps of Engineers****Availability of Draft General Reevaluation Report and Supplemental Environmental Impact Statement for the Poplar Island Environmental Restoration Project, Talbot County, MD**

**AGENCY:** Department of the Army, U.S. Army Corps of Engineers, DOD.

**ACTION:** Notice of availability.

**SUMMARY:** In accordance with the requirements of the National Environmental Policy Act (NEPA), the U.S. Army Corps of Engineers (USACE), Baltimore District has prepared a Draft General Reevaluation Report (GRR) and Supplemental Environmental Impact Statement (SEIS) for the Poplar Island Environmental Restoration Project (PIERP) to evaluate the vertical and/or lateral expansion of the PIERP, design modifications to the existing project, the addition of recreational/educational opportunities to the existing project, and the potential to accept dredged material from additional channels not specified in the 1996 EIS for the existing project.

The preferred alternative includes a northern lateral expansion consisting of approximately 575 acres, of which 60% will be wetland habitat and 40% upland habitat; construction of a 5-ft vertical raising of the existing upland Cells 2 and 6 at the PIERP; amending the existing project authorization and Project Cooperation Agreement (PCA) to include the placement of dredged material from the southern approach channels to the Chesapeake and Delaware (C&D) Canal and other small Federal navigation projects; incorporation of design modifications required for the completion of the existing project, and development of recreational and educational enhancements for the PIERP. The Corps is making the Draft integrated GRR/SEIS available to the public for a 45-day review and comment period.

**DATES:** Comments need to be received on or before August 8, 2005, to ensure consideration in final plan development. Two public meetings will be held for the PIERP integrated Draft GRR/SEIS. See **SUPPLEMENTARY INFORMATION** section for meeting dates and addresses.

**ADDRESSES:** Send written comments concerning this proposed project to U.S. Army Corps of Engineers, Baltimore District, Attn: Mr. Mark Mendelsohn, CCENAB-PL-P, P.O. Box 1715, Baltimore, MD 21203-1715. Submit

electronic comments to [mark.mendelsohn@usace.army.mil](mailto:mark.mendelsohn@usace.army.mil). See **SUPPLEMENTARY INFORMATION** section for electronic comment guidance.

**FOR FURTHER INFORMATION CONTACT:** Mr. Mark Mendelsohn, (410) 962-9499 or (800) 295-1610.

**SUPPLEMENTARY INFORMATION:** PIERP is located in the Chesapeake Bay; approximately 39 miles south-southeast of the Port of Baltimore, and two miles northwest of Tilghman Island in Talbot County, MD. Approximately 10,000 acres of remote island habitat has been lost throughout the Chesapeake Bay in the last 150 years. Dredged material from the Upper Chesapeake bay Approach Channels to the Port of Baltimore is being beneficially used to restore 1,140 acres of wetland and upland habitat (approximately 570 acres of wetland habitat and 570 acres of upland habitat), and it is estimated that by 2014 the PIERP will provide up to 40 million cubic yards (mcy) of dredged material placement capacity. To date, approximately 12 mcy of dredged material have been placed at the site. Construction and site operation at the PIERP is a collaborative effort that is cost shared between the Federal sponsor, the U.S. Army Corps of Engineers—Baltimore District (USACE-Baltimore) and the non-Federal sponsor, Maryland Port Administration (MPA).

To address the predicted dredged material placement capacity shortfall, USACE-Baltimore and MPA initiated the Poplar Island Expansion Study (PIES) under the existing PIERP Congressional Authorization, Section 537 of the Water Resources Development Act (WRDA) of 1996. authorization for ecosystem restoration projects using dredged material is included in Section 204 of the WRDA of 1992, as amended by Section 207 of the WRDA of 1996. A Notice of Intent (NOI) to initiate the integrated General Reevaluation Report (GRR)/ Supplemental Environmental Impact Statement (SEIS) was published in the **Federal Register** in June 2003 (68 FR 33685). The USACE-Baltimore District, and a non-Federal sponsor, MPA, under the auspices of the Maryland Department of Transportation (MDOT), are the sponsors for the PIERP GRR/SEIS.

This Draft integrated GRR/SEIS documents the National Environmental Policy Act (NEPA) compliance for the proposed expansion of the PIERP, provides information specific to the actions of the GRR, and supplements the Poplar Island Restoration Study, Maryland: Integrated Feasibility Report and Environmental Impact Statement

(ERP No. D-COE-D350557-MD) (USACE/MPA, 1996).

The first public meeting will be held at the Talbot County Public Library, Easton Branch, 100 West Dover Street, Easton, Maryland 21601, in the conference room on Tuesday, July 19, 2005 beginning at 6 p.m. The second public meeting will be held at Tilghman Elementary School, 21374 Foster Avenue, Tilghman, Maryland 21617, in the cafeteria on Wednesday, July 20, 2005 beginning at 7 p.m. Staff will be available one hour prior to the meeting start time. Both meetings will provide an opportunity for the public to present oral and/or written comments. If you submit your comments electronically, please provide them in body of your message; do not send attached files. Please include your name and address in your message.

All persons and organizations that have an interest in the PIERP integrated GRR/SEIS are urged to participate in one or both meetings.

You may view the Draft integrated GRR/SEIS and related information on our Web page at <http://www.nab.usace.army.mil/projects/Maryland/PoplarIsland/expansion.html>

After the public comment period ends on August 8, 2005, USACE will consider all comments received. The Draft integrated GRR/SEIS will be revised as appropriate and a Final integrated GRR/SEIS will be issued.

The Draft integrated GRR/SEIS has been prepared in accordance with (1) The National Environmental Policy Act (NEPA) of 1969, as amended (42 U.S.C. 4321 et seq.), (2) regulations of the Council on Environmental Quality for implementing the procedural provisions of NEPA (40 CFR parts 1500-1508), and (3) USACE regulations implementing NEPA (ER-200-2-2).

**Mark Mendelsohn,**

*Study Manager.*

[FR Doc. 05-12307 Filed 6-21-05; 8:45 am]

**BILLING CODE 3710-41-M**

**DEPARTMENT OF EDUCATION****Notice of Proposed Information Collection Requests**

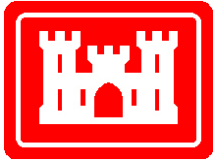
**AGENCY:** Department of Education.

**ACTION:** Notice of Proposed Information Collection Requests.

**SUMMARY:** The Leader, Information Management Case Services Team, Regulatory Information Management Services, Office of the Chief Information Officer, invites comments on the proposed information collection



**Public Meeting Materials (July 2005)**



---

---

# U.S. ARMY CORPS OF ENGINEERS BALTIMORE DISTRICT

---

---

## NEWS RELEASE

FOR IMMEDIATE RELEASE

U.S. ARMY CORPS OF ENGINEERS  
PUBLIC AFFAIRS OFFICE  
BALTIMORE, MARYLAND 21203  
(410) 962-2809 FAX: (410) 962-3660  
CONTACT: Joyce Conant  
RELEASE 05-27

July 6, 2005

### Public meeting and comment period set for Poplar Island Environmental Restoration project

**Baltimore, Md.** — The U.S. Army Corps of Engineers will host two public meetings to discuss a draft General Reevaluation Report and Supplemental Environmental Impact Statement for the Poplar Island Environmental Restoration project. The report evaluates the vertical and/or lateral expansion of the Poplar Island project, design modifications to the existing project, the addition of recreational and educational opportunities and the potential to accept dredged material from additional channels not currently specified for the existing project.

The first meeting will be held July 19 at the Talbot County Public Library, Easton Branch, 100 West Dover St., Easton, Md., in the conference room at 6 p.m., and the second July 20 at Tilghman Elementary School, 21374 Foster Ave., Tilghman, Md., in the cafeteria at 7 p.m. Staff will be available to answer questions one hour prior to meeting start times.

Both meetings will provide an opportunity for the public to present oral or written comments. The draft General Reevaluation Report and Supplemental Environmental Impact Statement and related information may be viewed at: <http://www.nab.usace.army.mil/projects/maryland/poplarisland/expansion.html>. They may also be viewed at the Talbot County Public Library, Easton Branch; Queen Anne's Public Library; Anne Arundel Public Library; Talbot County Public Library, Tilghman Island Elementary School Branch; and Enoch Pratt Free Library in Baltimore. Copies of the report have also been distributed to appropriate members of congress, state and local government officials, federal agencies and other interested parties.

Comments must be received on or before Aug. 8 to ensure consideration in the final plan development. Written comments should be sent to U.S. Army Corps of Engineers, Attn: Mark Mendelsohn, Planning Division, P.O. Box 1715, Baltimore, Md. 21203-1715, or electronically to [mark.mendelsohn@usace.army.mil](mailto:mark.mendelsohn@usace.army.mil). Electronic comments should be contained in the message text, not as attachments.

- 30 -

[www.nab.usace.army.mil](http://www.nab.usace.army.mil)



The next step in the EIS is to begin running the demographic oyster model to assess the population growth projections for both the native and nonnative oyster restoration alternatives.

The change in schedule to the EIS will also allow for the inclusion of recently funded National Oceanic and Atmospheric Association (NOAA) nonnative oyster research that is not due to be completed until the fall. Under the original timeline, the results of this research program would not have been available in time to be considered in the EIS.

The states of Maryland and Virginia in cooperation with the Army Corps of Engineers have voluntarily undertaken the preparation of an EIS based on federal guidelines, to study and review eight alternatives for restoring oysters in the Chesapeake Bay. Four of these alternatives focus on native oysters including a moratorium on harvesting, in addition to aquaculture, non-breeding oysters and introduction of a nonnative strain of oyster originally from China that has been in Oregon waters for over 30 years.

The Independent Advisory Panel will meet June 28 and 29 in Providence, RI. Additional informa-

On July 2, the *Baltimore Sun* reported that Pete Jensen, a former Department of Natural Resources official who was working as a consultant for the state, was asked to resign because he had begun consulting as well for Omega Protein, a company that has recently gained the limelight because of recent menhaden fishing management proposals. Jensen had been working with Maryland on submerged aquatic grasses and oyster research.

[Ed note: this story elicited a response from Jensen to Bill Goldsborough, who

On June 30, the *Baltimore Sun* reported that on June 29<sup>th</sup>, over 1,200-1,500 gallons of concentrated sulfuric acid leaked from a tank at the Dundalk Marine Terminal. Maryland environmental officials called the accident serious, but not a public threat. Crews worked to clean up the leak before it could react with rain, creating dangerous heat and steam. The acid could potentially burn clothing and skin if contact occurred.

The acid was stored for use in treating chemicals that leach into the Pa-

[cont'd on next page]

## Notice of Public Meetings Poplar Island Environmental Restoration Project

In accordance with the National Environmental Policy Act (NEPA), the U.S. Army Corps of Engineers, Baltimore District (Corps) and the non-Federal sponsor, the Maryland Port Administration (MPA), are conducting two public meetings following the preparation and release of the integrated Draft General Reevaluation Report (GRR) and Supplemental Environmental Impact Statement (SEIS) for the Poplar Island Environmental Restoration Project (PIERP) in Talbot County, on Maryland's Eastern Shore. The PIERP is currently restoring over 1,100 acres of island habitat, half uplands and half wetlands, using 35,000 linear feet of containment dikes. The Draft GRR/SEIS includes an evaluation to modify the PIERP to provide additional capacity and increase habitat. Options evaluated included raising the final design height of the existing dikes within the upland cells and constructing a lateral expansion of the existing island footprint. Actions to complete the existing project, increased recreational and educational opportunities, and the potential acceptance of dredged material from additional channels were also considered in the Draft GRR/SEIS. Material from Baltimore Harbor within the Patapsco River was not considered for placement at Poplar Island in accordance with the 1996 PIERP Environmental Impact Statement (EIS). The Corps and the MPA invite interested agencies, organizations, and individuals to attend a public meeting to submit comments or suggestions on the environmental issues of this Draft GRR/SEIS.

The public meetings have been scheduled as follows:

### **Tuesday, July 19, 2005, 6:00 p.m. displays, 7:00 p.m. presentation**

Talbot County Public Library – Easton Branch  
100 West Dover Street  
Easton, MD 21601

### **Wednesday, July 20, 2005, 7:00 p.m. displays, 8:00 p.m. presentation**

Tilghman Elementary School  
21374 Foster Ave.  
Tilghman, MD 21671

**The two public meetings will be identical in format and are being held to provide opportunities for residents to take part in the public involvement process.** Displays regarding information on current activities at the PIERP and the alternatives considered as part of the Draft GRR/SEIS will be available for review approximately one hour prior to the public meetings. The meetings will include a presentation by the Corps and also allow for open discussions and public comment.

Oral or written comments may be provided for the Draft GRR/SEIS at the public meetings. **If you cannot attend the meeting and wish to comment, all comments need to be received on or before August 8, 2005 to ensure consideration in final plan development.** Written comments may be mailed to the U.S. Army Corps of Engineers – Baltimore District, CENAB-PL, Attn: Mark Mendelsohn, P.O. Box 1715, Baltimore, Maryland 21203-1715 or e-mailed to Mark.Mendelsohn@usace.army.mil. If you have questions concerning the public meetings, please contact Mark Mendelsohn at 410-962-9499 or 1-800-295-1610, or e-mail at the above address.

## QUALITY CUSTOM PRODUCTS & SERVICE FOR THE SEAFOOD INDUSTRY SINCE 1936

- Lobster, crab & finfish live holding systems. Aeration, refrigeration, filtration, tanks & components to upgrade existing systems.
- Clam, oyster, mussel purification systems.
- Soft crab shedding systems & components.
- Refrigerated sea water & brine systems, shell & tube condensers, brine coolers, chillers built & retubed, for land & sea.



**WOLF  
MARINE SYSTEMS**  
709 Hart St.  
Brooklyn, NY 11221  
(718) 443-1567  
Fax# (718) 443-1250



**Certificates of Publications for Public Meeting (July  
2005)**

The Record Observer  
Centreville, MD

**We Hereby Certify**

That the annexed Notice was  
published in

The Record Observer

one of the newspapers printed

and

published in Queen Anne's County,

Maryland,

1 times in each of 1

successive weeks beginning the

8th day of July

2005

and the last insertion on the

8th day of July

2005

Chesapeake Publishing  
Corporation  
Publishers of The Record Observer

Per

Jennifer

**Notice of Public Meetings**

**Poplar Island Environmental Restoration Project**

In accordance with the National Environmental Policy Act (NEPA), the U.S. Army Corps of Engineers, Baltimore District (Corps) and the non-Federal sponsor, the Maryland Port Administration (MPA), are conducting two public meetings following the preparation and release of the integrated Draft General Reevaluation Report (GRR) and Supplemental Environmental Impact Statement (SEIS) for the Poplar Island Environmental Restoration Project (PIERP) in Talbot County, on Maryland's Eastern Shore. The PIERP is currently restoring over 1,100 acres of island habitat, half uplands and half wetlands, using 35,000 linear feet of containment dikes. The Draft GRR/SEIS includes an evaluation to modify the PIERP to provide additional capacity and increase habitat. Options evaluated included raising the final design height of the existing dikes within the upland cells and constructing a lateral expansion of the existing island footprint. Actions to complete the existing project, increased recreational and educational opportunities, and the potential acceptance of dredged material from additional channels were also considered in the Draft GRR/SEIS. Material from Baltimore Harbor within the Patapsco River was not considered for placement at Poplar Island in accordance with the 1996 PIERP Environmental Impact Statement (EIS). The Corps and the MPA invite interested agencies, organizations, and individuals to attend a public meeting to submit comments or suggestions on the environmental issues of this Draft GRR/SEIS. The public meetings have been scheduled as follows:

**Tuesday, July 19, 2005**, 6:00 p.m. displays, 7:00 p.m. presentation  
Talbot County Public Library - Easton Branch  
100 West Dover Street  
Easton, MD 21601

**Wednesday, July 20, 2005**, 7:00 p.m. displays,  
8:00 p.m. presentation  
Tilghman Elementary School  
21374 Foster Ave  
Tilghman, MD 21671

The two public meetings will be identical in format and are being held to provide opportunities for residents to take part in the public involvement process. Displays regarding information on current activities at the PIERP and the alternatives considered as part of the Draft GRR/SEIS will be available for review approximately one hour prior to the public meetings. The meetings will include a presentation by the Corps and also allow for open discussions and public comment.

Oral or written comments may be provided for the Draft GRR/SEIS at the public meetings. If you cannot attend the meeting and wish to comment, all comments need to be received on or before August 8, 2005 to ensure consideration in final plan development. Written comments may be mailed to the U.S. Army Corps of Engineers - Baltimore District, CENAB-PL, Attn: Mark Mendelsohn, P.O. Box 1715, Baltimore, Maryland 21203-1715 or e-mailed to Mark.Mendelsohn@usace.army.mil. If you have questions concerning the public meetings, please contact Mark Mendelsohn at 410-962-9499 or 1-800-295-1610, or e-mail at the above address.

SD 7/7 RO 7/8 1409344



7248112  
7/7

The Star Democrat  
Easton, MD

*We Hereby Certify*

EA ENGINEERING  
SCIENCE AND TECHNOLOGY  
JUL 18 2005  
RECEIVED  
SPARKS, MD

That the annexed Notice was  
published in

*The Star Democrat,*

One of the newspapers printed

and

published in Talbot County,

Maryland,

1 times in each of 1

successive weeks beginning the

7th day of July

2005

and the last insertion on the

7th day of July

2005.

Chesapeake Publishing  
Corporation  
Publishers of *The Star Democrat*  
Per

*Jennifer*

Notice of Public Meetings

Poplar Island Environmental Restoration Project

In accordance with the National Environmental Policy Act (NEPA), the U.S. Army Corps of Engineers, Baltimore District (Corps) and the non-Federal sponsor, the Maryland Port Administration (MPA), are conducting two public meetings following the preparation and release of the integrated Draft General Reevaluation Report (GRR) and Supplemental Environmental Impact Statement (SEIS) for the Poplar Island Environmental Restoration Project (PIERP) in Talbot County, on Maryland's Eastern Shore. The PIERP is currently restoring over 1,100 acres of island habitat, half uplands and half wetlands, using 35,000 linear feet of containment dikes. The Draft GRR/SEIS includes an evaluation to modify the PIERP to provide additional capacity and increase habitat. Options evaluated included raising the final design height of the existing dikes within the upland cells and constructing a lateral expansion of the existing island footprint. Actions to complete the existing project, increased recreational and educational opportunities, and the potential acceptance of dredged material from additional channels were also considered in the Draft GRR/SEIS. Material from Baltimore Harbor within the Patapsco River was not considered for placement at Poplar Island in accordance with the 1996 PIERP Environmental Impact Statement (EIS). The Corps and the MPA invite interested agencies, organizations, and individuals to attend a public meeting to submit comments or suggestions on the environmental issues of this Draft GRR/SEIS. The public meetings have been scheduled as follows:

Tuesday, July 19, 2005, 6:00 p.m. displays, 7:00 p.m. presentation  
Talbot County Public Library - Easton Branch  
100 West Dover Street  
Easton, MD 21601

Wednesday, July 20, 2005, 7:00 p.m. displays,  
8:00 p.m. presentation  
Tilghman Elementary School  
21374 Foster Ave  
Tilghman, MD 21671

The two public meetings will be identical in format and are being held to provide opportunities for residents to take part in the public involvement process. Displays regarding information on current activities at the PIERP and the alternatives considered as part of the Draft GRR/SEIS will be available for review approximately one hour prior to the public meetings. The meetings will include a presentation by the Corps and also allow for open discussions and public comment.

Oral or written comments may be provided for the Draft GRR/SEIS at the public meetings. If you cannot attend the meeting and wish to comment, all comments need to be received on or before August 8, 2005 to ensure consideration in final plan development. Written comments may be mailed to the U.S. Army Corps of Engineers - Baltimore District, CENAB-PL, Attn: Mark Mendelsohn, P.O. Box 1715, Baltimore, Maryland 21203-1715 or e-mailed to Mark.Mendelsohn@usace.army.mil. If you have questions concerning the public meetings, please contact Mark Mendelsohn at 410-962-9499 or 1-800-295-1610, or e-mail at the above address.

SD 7/7 RO 7/8 1409344

The Star Democrat  
Easton, MD

This is to certify that the annexed

Notice was published in

The Star Democrat

One of the newspapers printed and

Published in

Talbot County, Maryland

1 times in each of 1

Successive weeks beginning the

6<sup>TH</sup> day of June 2005.

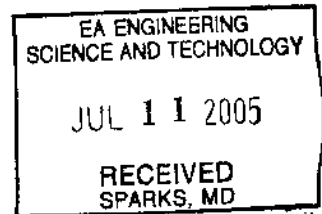
And the last insertion on the

6<sup>TH</sup> day of June 2005.

Chesapeake Publishing Corporation  
Publishers of The Star Democrat

Per

SD



**Public Meeting for The Poplar Island Environmental Restoration Project**

U.S. Army Corps of Engineers  
Baltimore District Maryland Port Administration

In accordance with the National Environmental Policy Act (NEPA), the U.S. Army Corps of Engineers, Baltimore District (Corps) and the non-Federal sponsor, the Maryland Port Administration (MPA), are conducting two public meetings following the preparation and release of the integrated Draft General Reevaluation Report (GRR) and Supplemental Environmental Impact Statement (SEIS) for the Poplar Island Environmental Restoration Project (PIERP) in Talbot County, on Maryland's Eastern Shore. Options evaluated included raising the final design height of the existing dikes within the upland cells and constructing a lateral expansion of the existing island footprint. Also considered in the Draft GRR/SEIS were actions to complete the PIERP, increased recreational and educational opportunities, and the potential acceptance of dredged material from additional channels. Material from Baltimore Harbor within the Patapsco River was not considered for placement at Poplar Island in accordance with the 1996 PIERP Environmental Impact Statement (EIS). Corps and MPA staff will be available to provide information and answer questions.

**Tuesday, July 19, 2005.**  
6:00 p.m. displays, 7:00 p.m. presentation  
Talbot County Public Library  
100 West Dover Street  
Easton, MD 21601

**Wednesday, July 20, 2005.**  
7:00 p.m. displays, 8:00 p.m. presentation  
Tilghman Elementary School  
21374 Foster Ave  
Tilghman, MD 21671

If you cannot attend the meeting and wish to comment, you may contact Mr. Mark Mendelsohn at P.O. Box 1715, Baltimore, MD 21203, call (410) 962-9499 or 1-800-295-1610, or e-mail at the following address: [Mark.Mendelsohn@usace.army.mil](mailto:Mark.Mendelsohn@usace.army.mil)


EXISTING POPLAR ISLAND  
JEFFERSON ISLAND  
POPULAR HARBOR  
COACHES ISLAND  
TILGHMAN ISLAND

## **Public Comments on Draft GRR/SEIS**





## Poplar Island Environmental Restoration Project

**Draft General Reevaluation Report (GRR) &  
Supplemental Environmental Impact Statement (SEIS)**






**Public Comment Meeting  
July 19, 2005  
Easton**

## Meeting Format




- Poplar Island Expansion Draft Report & SEIS Presentation by U.S. Army Corps of Engineers (USACE), Baltimore District (CENAB)
- Public Comments for the record
- Completion of formal portion of the evening
- Question & Answer Session

*Poplar Island GRR/SEIS*

## NEPA The National Environmental Policy Act

- Federal Law Effective January 1, 1970
- Created the Council on Environmental Quality (CEQ)
- Promotes better environmental planning and decision making to protect the environment
- Applies to proposed projects involving:
  - Federal Monies
  - Federal Lands
  - Federal Permits








*Poplar Island GRR/SEIS*

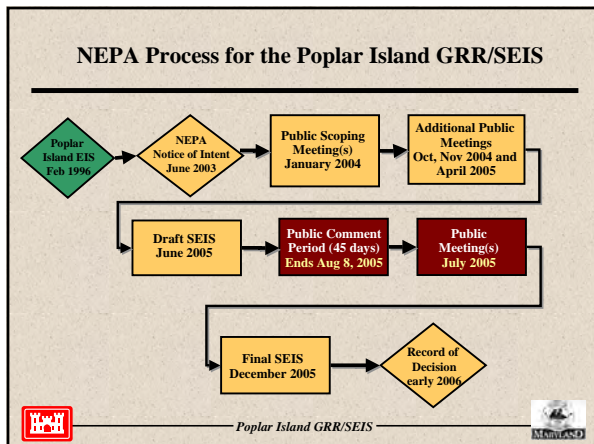
## NEPA Environmental Impact Statement (EIS)

- Document prepared by a Federal agency to help officials plan actions and make decisions considering:
  - Purpose and need for project
  - Reasonable alternatives
  - Significant environmental consequences of the project
- Some of the factors considered include:
 


Water and Sediment Quality	Socioeconomics
Aquatic Resources	Aesthetics
Terrestrial Resources	Navigation
Endangered Species	Land Use
Hydrology and Hydrodynamics	Air Quality
Cultural Resources	Cumulative Impacts



*Poplar Island GRR/SEIS*



## What is a General Reevaluation Report (GRR)?



- Reassesses a previously authorized project
  - Section 537, Water Resources Development Act (WRDA) of 1996
- Complies with the National Environmental Policy Act (NEPA)
- The Environmental Impact Statement (EIS) for the existing Poplar Island project was completed in 1996

*Poplar Island GRR/SEIS*

## Need for the Proposed Project



- Current placement capacity for the Upper Chesapeake Bay approach channels will become limited beginning in 2010
- Both the Federal Dredged Material Management Plan (DMMP) and Tiered EIS (Draft in February 2005) and the State DMMP recommended a study of the expansion of Poplar Island
- Corps guidance requires evaluation of existing placement sites first



Poplar Island GRR/SEIS



## Bridging the Dredged Material Capacity Shortfall



Poplar Island expansion could:

- Accommodate the near-term placement capacity shortfall
- Allow time for the additional beneficial use projects, such as island restoration projects at James and Barren Islands and wetland restoration in and around Blackwater National Wildlife Refuge, to be approved and come on-line



Poplar Island GRR/SEIS



## Purpose of the Poplar Island GRR/SEIS

To Evaluate:

- Actions to Complete Existing Project
- Physical Expansion of the Island
  - Lateral Expansion
  - Vertical Expansion
  - Combination of Lateral plus Vertical Expansion
- Accepting Dredged Material from Other Channels
- Recreational/Educational Components



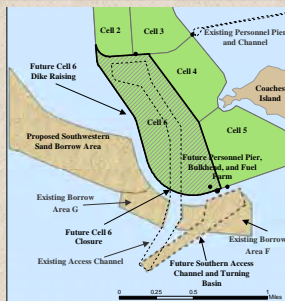
Poplar Island GRR/SEIS



Poplar Island GRR/SEIS



## Actions to Complete the Existing Project



- Closing Cell 6
- Realignment of the southern access channel
- Additional sand borrow from existing areas
- Construction of new pier, bulkhead, and discharge structures
- Raising the dikes by 2-ft (Cells 2 & 6)

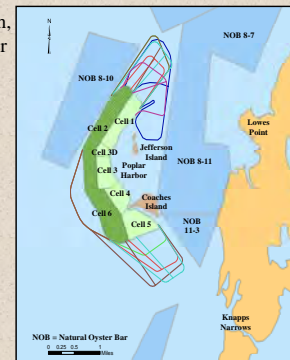


Poplar Island GRR/SEIS



## Development of Expansion Alternatives: Initial Evaluation and Screening

- Seven initial alignments to north, south, and west; plus breakwater
- Engineering suitability of site
- Capacity and cost of each alignment
- Use of area by watermen
- Local concerns regarding viewshed, noise, and keeping height comparable to area topography
- Environmental concerns regarding open water, Bay bottom habitat, and oyster bars





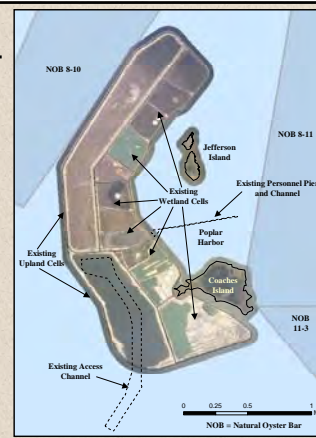
## Development of Alternatives

- Combination of lateral and vertical expansion
- Multiple heights for dike raising: +5-ft, +10-ft, +15-ft
- Variety of habitat proportions: 100%, 70%, 60%, 50%, or 30% wetland habitat
- Optimized for:
  - Environmental benefits of the restored wetland and upland habitats
  - Dredged material capacity
  - Economic considerations



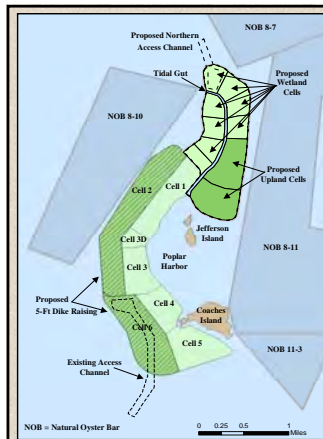
## No-Action Alternative

- Existing Poplar Island Restoration Project
- 1,140 acres
- 50 percent wetland habitat
- 50 percent uplands habitat
- Existing capacity: 40 mcy
- Projected site life: dredged material placement until 2015



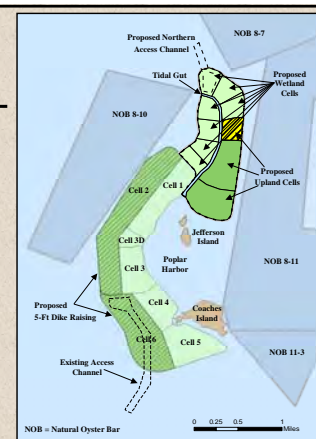
## Alternative 1 Environmentally Preferred Alternative

- 575-acre lateral expansion
- **60 percent wetland habitat**
- **40 percent upland habitat**
- 5-ft vertical expansion of the existing upland cells
- **Additional capacity: 28 mcy**
- Extends site life: 7 years

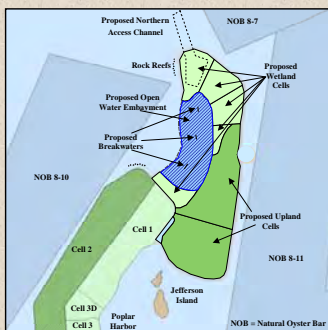


## Alternative 2

- 575-acre lateral expansion
- **50 percent wetland habitat**
- **50 percent upland habitat**
- 5-ft vertical expansion of the existing upland cells
- **Additional capacity: 30 mcy**
- Extends site life: 7 years



## Proposed Environmental Design Features



- An open water embayment in place of wetland habitat within the lateral expansion
- Rock reefs to enhance fisheries habitat
- Breakwaters
- Bird nesting structures



Poplar Island GRR/SEIS



## Summary of Impacts Evaluation

### Impacts:

- Loss of Bay bottom, including crab habitat
- Loss of open water habitat
- Loss of shallow water habitat
- Viewshed changes



### Benefits:

- Remote island habitat restoration
- Protection of Poplar Harbor
- Additional bird nesting habitat
- Fisheries nursery habitat
- Protection of mainland, Jefferson, and Coaches Islands from erosion
- Keeps the approach channels to the Port open and navigable
- Helps meet the short-term capacity need identified in the DMMP

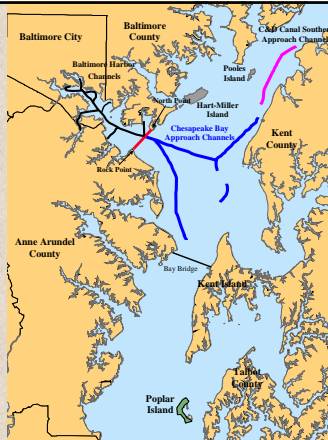


Poplar Island GRR/SEIS



### Approach Channels to the Port of Baltimore

- Eight Chesapeake Bay approach channels are authorized for placement at Poplar Island
- Material from Baltimore Harbor **WILL NOT** go to Poplar Island
- Recommend that material from the southern approach channels to the C&D Canal (approximately 1.2 million cubic yards per year) be placed at Poplar Island



### Recreational/Educational Opportunities



Must be consistent with the goal of the project, to restore *remote island habitat*, and could include:

- Public tours of the island
- Self-guided/interpretive nature trails and boardwalks
- Bird watching areas
- Environmental education program
- Research opportunities for universities
- Continued volunteer opportunities



Poplar Island GRR/SEIS



### Summary of the Recommended Plan



1. Incorporate actions required to complete the existing project
2. 575-acre lateral expansion with 60% wetland habitat
3. A 5-ft vertical expansion of the existing upland cells
4. Accepting dredged material from southern approach channels to the C&D Canal
5. Development of recreational and educational components

### Objectives of the Poplar Island Report



- Restore marsh, aquatic, and terrestrial island habitat for fish, birds, reptiles, amphibians, and mammals
- Maintain consistency with existing Poplar Island project
- Respond to Public and Agency concerns



- Protect existing island ecosystems in Poplar Harbor by reducing erosion
- Optimize capacity for dredged material placement
- Evaluate recreation and education opportunities



Poplar Island GRR/SEIS



### Important Expansion Study Milestones

- |   |                         |
|---|-------------------------|
| • Notice of Intent                        | June 2003               |
| • Public Scoping Meetings                 | January 2004            |
| • Alternative Plan Development            | May 2004                |
| • Existing Conditions Studies             | Summer 2004             |
| • Public Update Meeting                   | October 2004            |
| • Evaluate Alternatives                   | Fall 2004               |
| • Release Draft Report for Public Comment | June 2005               |
| • <b>Public Information Meetings</b>      | <b>July 2005</b>        |
| • <b>Public Comment Period</b>            | <b>ends Aug 8, 2005</b> |
| • Final Report                            | December 2005           |
| • Complete Study - Record of Decision     | early 2006              |



Poplar Island GRR/SEIS



### Thank You for coming!

#### Poplar Island GRR/SEIS Website:

<http://www.nab.usace.army.mil/projects/Maryland/PoplarIsland/expansion.html>

For more information:

**Mark Mendelsohn, US Army Corps of Engineers**

Planning Division

P.O. Box 1715, Baltimore, MD 21203

Mark.Mendelsohn@usace.army.mil

410-962-9499 or 1-800-295-1610



Poplar Island GRR/SEIS



# REGISTRATION / SIGN-IN SHEET

Public Meeting for the Poplar Island Expansion Study  
 Talbot County Public Library  
 July 19, 2005

#	Name	Affiliation	Address	Email	Add to Mailing List?	Receive Copy of Final SEIS?	Do you have prepared comments?
1	BRAAD BERTHOFF		INFORMATION WITHHELD FOR CONFIDENTIALITY REASONS		<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
2	Judy Coe			<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	
3	GEO. MCPHANUS			<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	
4	Roger B. DENNIS	Cookwatchers		<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	
5	FRAN FLANIGAN	CAC		<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	
6	Bob & Phyllis Parker			<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	
7	Rick Taile	Talbot Cty. PR		<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	
8	GEORGE JOHNSTON			<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	
9	Shan Rafy			<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	
10	Richard Lupat			<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	
11	Andy Hollis	TALBOT CTY.		<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	
12	Hope Hamilton	COUNTY COUNCIL		<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	
13			<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes		
14			<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes		
15			<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes		
16			<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes		
17			<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes		
18			<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes		
19			<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes		
20			<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes		
21			<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes		
22			<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes		
23			<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes		
24			<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes		
25			<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes		
26			<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes		
27			<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes		
28			<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes		
29			<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes		
30			<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes		

# REGISTRATION / SIGN-IN SHEET

Public Meeting for the Poplar Island Expansion Study

*Tilghman Elementary School*

July 20, 2005

#	Name	Affiliation	Address	Email	Add to Mailing List?	Receive Copy of Final SEIS?	Do you have prepared comments?
1	STAN SNARSKI		INFORMATION WITHHELD FOR CONFIDENTIALITY REASONS		<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
2	Joanne Mulvey				<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
3	Paul Zelinske				<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes
4	Kevin McMahon				<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
5	Wayne Colvin				<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
6	Russell Dye	MWA			<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes
7	SHERM BAYWARD	CCA			<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes
8	Diane Baynard	CCA			<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes
9	Tracy Baynard	CCA			<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
10	Douglas Paul	Shoreline Owner			<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
11	John Rowe				<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes
12	Bob CURTIS	PI			<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
13	Rex Harrison				<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes
14	Hilary Spence	Talb. County Council			<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes
15					<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes
16					<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes
17	ANDY HOLLIS	TALBOT COY GOVT.			<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes
18				<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	
19				<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	
20				<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	
21				<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	
22				<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	
23				<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	
24				<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	
25				<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	
26				<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	
27				<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	
28				<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	
29				<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	
30				<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	





**US Army Corps  
of Engineers**  
Baltimore District

## Project Summary

### **Draft Poplar Island General Reevaluation Report (GRR) and Supplemental Environmental Impact Statement (SEIS)**

### **Public Meeting Information Sheet**

#### **Purpose of the Public Meeting**

Welcome to the Public Meeting for the Draft Poplar Island General Reevaluation Report and Supplemental Environmental Impact Statement (SEIS). The purpose of today's meeting is to present the findings of the Poplar Island Expansion Study and solicit comments for the record from the public. This meeting is part of an ongoing public involvement process that has continued throughout the study process.

Members of the study team are available to answer questions before and after today's meeting. You are invited to submit comments or ask questions at this meeting or by calling Mark Mendelsohn at (410) 962-9499. Comments may also be faxed at (410) 962-4698, or sent by regular mail, or by electronic mail to the following addresses:

U.S. Army Corps of Engineers, Baltimore District  
Poplar Island Draft GRR/SEIS  
ATTN: CENAB-PL-P (M. Mendelsohn)  
P.O. Box 1715  
Baltimore, Maryland 21203-1715  
mark.mendelsohn@usace.army.mil

Please submit all comments by August 8, 2005 to ensure that comments are incorporated into the public record. You may view the Draft GRR/SEIS and related information on the USACE web page at: <http://www.nab.usace.army.mil/projects/Maryland/PoplarIsland/expansion.html>.

#### **Poplar Island Expansion Study**

The Poplar Island Environmental Restoration Project (PIERP) is an environmental restoration project currently under construction that is restoring 1,140 acres of island habitat, half uplands and half wetlands, using dredged material from Federal navigation channels in the upper Chesapeake Bay. The goal of the Poplar Island Expansion Study (PIES) is to restore additional habitat by constructing a lateral and vertical expansion of the existing Poplar Island footprint, thereby increasing both the amount of restored habitat and the dredged material capacity of the island. Also to be considered as part of the expansion study were increased recreational and educational opportunities, actions required to complete the existing project, and accepting dredged material from additional Federal, State, and local channels. Material from Baltimore Harbor **WAS NOT** considered for placement at Poplar Island in accordance with the PIERP Environmental Impact Statement (EIS).

A General Reevaluation Report (GRR) was conducted under the existing PIERP authorization, Section 537 of the Water Resources Development Act (WRDA) of 1996, which authorizes using material dredged from the Chesapeake Bay approach channels to the Port of Baltimore to restore Poplar Island to its approximate 1847 footprint. A GRR documents the reassessment of a previously authorized project based on new information, proposed changes to the project, or a change in conditions. In this case,

proposed changes to the Poplar Island Environmental Restoration Project, namely the construction of an expansion, prompted the initiation of the GRR. Any proposed actions resulting from the GRR must comply with the National Environmental Policy Act (NEPA) and, if significant enough, may require reauthorization by Congress. For the Poplar Island project, the EIS was completed in 1996. Therefore, for the proposed expansion of Poplar Island, a supplement to the original Environmental Impact Statement or SEIS was prepared.

NEPA is a Federal law that requires Federal agencies to consider the direct and indirect environmental and socioeconomic impacts associated with proposed projects. NEPA applies to all projects that involve Federal funding, Federal land, and/or Federal permits. The purpose of the SEIS was to identify the need for the project, consider reasonable alternatives, and evaluate the significant environmental consequences, if any, of the proposed project. The SEIS process is designed to incorporate and encourage public participation.

### **Draft Poplar Island General Reevaluation Report (GRR) and Supplemental Environmental Impact Statement (SEIS)**

The recommended plan proposed in the Draft GRR/SEIS represents a cost-effective and environmentally beneficial plan to provide approximately 28 million cubic yards (mcy) of additional placement capacity at Poplar Island and extend the life of the project by approximately seven years.

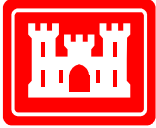
The recommendations of the GRR/SEIS are:

- Construction of a northern lateral expansion of approximately 575 acres, consisting of 60 percent wetland and 40 percent upland habitat;
- Construction of a 5-ft vertical raising of the existing upland Cells 2 and 6 at the PIERP;
- Amending the existing project authorization and Project Cooperation Agreement (PCA) to include the placement of dredged material from the southern approach channels to the Chesapeake and Delaware (C&D) Canal and other small Federal navigation projects;
- Incorporation of design modifications required for the completion of the existing project, and
- Development of recreational and educational enhancements for the PIERP.

### **Poplar Island Draft GRR/SEIS Schedule**

Notice of Intent	June 2003
Public Scoping Meetings	January 2004
Alternative Plan Development	May 2004
Existing Conditions Studies	Summer 2004
Public Update Meeting	October 2004
Evaluate Alternatives	Fall 2004
Release Draft GRR/SEIS for Public Comment	June 2005
<b>Public Information Meetings</b>	<b>July 2005</b>
<b>Public Comment Period</b>	<b>ends Aug 8, 2005</b>
Final GRR/SEIS	December 2005
Complete Study - Record of Decision	December 2005





## FACT SHEET



### Poplar Island Environmental Restoration Project Talbot County, Maryland July 2005

---

**Type of Project:** Environmental Restoration

**Project Phase:** Construction

**Authorization:** Section 204 of the Water Resources Development Act of 1992, as amended by Section 207 of the WRDA of 1996; Section 318 of the WRDA of 2000

**Congressional Interest:** Entire Maryland delegation.

**Non-Federal Sponsor:** State of Maryland, Department of Transportation, Maryland Port Administration

**Goals:**

- Restore remote island habitat in mid-Chesapeake Bay using clean dredged material from the Chesapeake Bay approach channels to the Port of Baltimore
- Optimize site capacity for clean dredged material while meeting the environmental restoration purpose of the project
- Protect the environment around the restoration site

**Background:** Poplar Island is located in the upper middle Chesapeake Bay, approximately 34 nautical miles southeast of the Port of Baltimore and 2 miles northwest of Tilghman, Maryland (see map). From a size probably exceeding 1,100 acres in the 1800s, the original natural island had eroded and split into four separate islands together totaling only 5 acres in the mid-1990s. The project is restoring Poplar Island to its approximate size in 1847 using dredged material from the Chesapeake Bay approach channels to the Port of Baltimore. The plan for rebuilding of the island has been developed through the cooperative efforts of several Federal and State agencies, as well as private organizations.

**Design Features:** The restoration of Poplar Island involves placing approximately 40 million cubic yards of dredged material behind 40,000 feet of containment dikes to create a 1,140-acre island with equal shares of tidal marsh and upland habitat. Of the proposed 570 acres of tidal marsh, 80 percent will be developed as low marsh and 20 percent as high marsh.

**Construction—Infrastructure:** Phase I, completed in March 2000, involved construction of a dike to elevation 10 feet above mean lower low water (MLLW), enclosing 640 acres for the northern portion of the island (Cells 1, 2, and 3). The dike around upland Cell 1 was raised to 20 feet MLLW in December 2000. Phase II, completed in February 2002, involved the construction of a dike around the remaining 500 acres of the island (Cells 4, 5, and 6), except for a 1,000-ft gap left in Cell 6 for access to the interior of the island for offloading dredged material. In September 2003, Tropical Storm Isabel caused two breaches in the dike that were subsequently repaired. Future phases of dike construction will involve closing the gap in Cell 6 and incrementally raising the dikes in the upland areas to an interim elevation of 23 feet MLLW. After filling is complete and the dredged material has dried and consolidated to its final elevation, the upland dikes will be lowered to 20 feet MLLW.

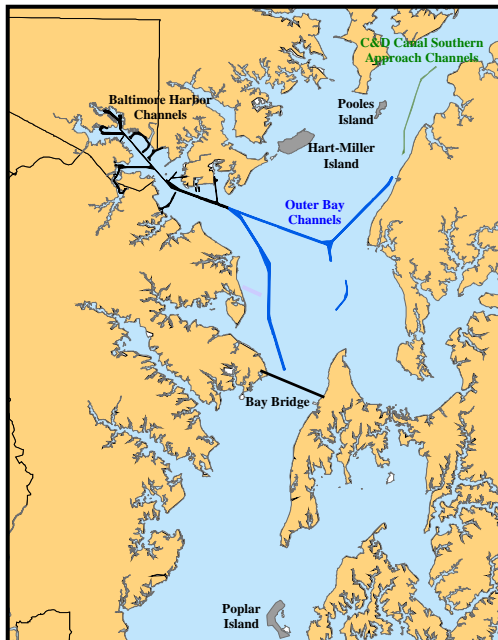
Filling of the island with dredged material from the approach channels to the Port of Baltimore began in April 2001. Total inflow of dredged material through FY05 is 10.6 million cubic yards (MCY). Inflow of 1.8 MCY is scheduled to start in September 2005 and be complete in March 2006.

**Construction—Habitat Development:** As the dredged material continues to be placed and shaped on the island, wetland and upland cells will be planted. The first wetland planting occurred in a small test cell in April 2002. In the summer of 2003, the Corps and MPA completed a larger wetland demonstration cell (Cell 4DX), consisting of sand substrate, tidal channels, and low marsh and high marsh plants. The first wetland cell built with dredged material (Cell 3D) is being planted in summer 2005.

**Planning for Possible Expansion:** In 2003, the Corps and MPA began preparing a General Reevaluation Report (GRR) and Supplemental Environmental Impact Statement (SEIS) to investigate possible expansion of the capacity of Poplar Island. Alternatives include raising the final design height of the upland cells and constructing a lateral expansion of the island. Other project changes being studied are environmental enhancements on Poplar Island and within Poplar Harbor, increased recreational and educational opportunities, and potential acceptance of dredged material from additional channels.

**For more information** regarding Poplar Island, contact:

- U.S. Army Corps of Engineers, Baltimore District. Mr. Scott Johnson, 410-962-3455  
Email: Scott.Johnson@nab02.usace.army.mil or PoplarIsland@nab02.usace.army.mil  
Poplar Island web site: [www.nab.usace.army.mil/projects/Maryland/PoplarIsland/index.html](http://www.nab.usace.army.mil/projects/Maryland/PoplarIsland/index.html).
- Maryland Port Administration. Mr. Frank Hamons, 410-631-1102  
Email: fhamons@mdot.state.md.us or mpasafepassage@mdot.state.md.us.  
MPA projects web site: <http://www.mpasafepassage.org/projects/projects.htm>.



## **Frequently Asked Questions: Draft General Reevaluation Report (GRR) and Supplemental Environmental Impact Statement (SEIS) for Poplar Island**

### **What is an Environmental Impact Statement (EIS)?**

An EIS is a comprehensive document that is prepared to describe and evaluate the effects from a proposed action on the environment. The National Environmental Policy Act of 1969 (NEPA) [Title 40 Code of Federal Regulation (CFR), Parts 1500-1508], as amended, and the regulations of the President's Council on Environmental Quality (CEQ) require the Federal government to provide a detailed statement of impacts (known as an EIS) resulting from any major Federal action that has the potential to significantly affect the environment. A Federal action is an activity that is entirely or partly financed, assisted, conducted or approved by a Federal agency. In this case, the "environment" is defined as the natural and physical environment and the relationship of people with that environment. A change in consequence, resulting from the action(s) is considered an impact. Impacts can be positive, negative or both. An EIS describes all impacts to the affected environment, including effects to the land, water, air, living organisms, as well as social, cultural, and economic aspects. NEPA requires an analysis of alternatives. An EIS also evaluates impacts resulting from any reasonable alternatives to the proposed action. It is a decision-making document in that it selects the preferred alternative after thoroughly evaluating these impacts. In addition, public participation and agency coordination is employed in the NEPA process to collect project information from private citizens, public interest groups, and government agencies to improve the quality of the environmental decision-making as part of the project. CEQ regulations stipulate the incorporation of public participation into multiple phases of the NEPA process, including project scoping and the review process of the recommended plan in the EIS.

Although NEPA applies to all actions carried out, assisted, or licensed by the Federal government, the act specifies when an EIS must be prepared and the CEQ regulations provide the recommended format and content. In accordance with the CEQ regulations, Section 1502.1, the EIS "shall provide full and fair discussion of significant environmental impacts and shall inform decision makers and the public of the reasonable alternatives which would avoid or minimize adverse impacts or enhance the quality of the human environment".

### **What is a General Reevaluation Report (GRR)?**

A GRR documents the reassessment of a previously authorized project using current planning criteria and policies when a significant period of time has elapsed or if conditions have changed since the initial feasibility study was completed. The results of the GRR may affirm the previous plan; reformulate it, as appropriate; or find that no plan is currently justified. Actions associated with a GRR are subject to compliance with NEPA of 1969. The nature and scope of the changes to the environmental effects of the project identified as a result of new information, of changed conditions, or changes to the project determine the appropriate type of NEPA documentation.

### **What is dredged material?**

In general, dredged material is sediment that has been removed with an underwater excavating machine called a dredge. Dredging may be conducted either mechanically or hydraulically, depending on the type of machines used to move the material. Dredged material removed from waterways is categorized into two general types: maintenance material and new work material. Maintenance material is material that has been removed from areas that have been dredged previously to similar depths and widths. Maintenance material consists of recently deposited sediment material that originated as underwater sediments or eroded soil carried to the riverbed or estuary bottom by rainfall runoff, wave action, or tidal currents. New work material is material dredged from depths not previously dredged, as when a channel is deepened or widened.

### **What is a beneficial use?**

Beneficial use of dredged material is recycling of dredged material for use as a product that has value. Dredged material has historically been considered a waste product and managed by creating facilities for permanent placement. Over the last twenty years, the U.S. Army Corps of Engineers (USACE) and other technical experts have used dredged material for beneficial purposes. Examples of beneficial use of dredged material include beach replenishment, shoreline restoration, island restoration, manufactured topsoil, construction fill, landfill, abandoned mine and brownfield cover, and habitat restoration.

### **Why do you need to expand Poplar Island?**

The USACE and State of Maryland's Dredged Material Management Plans (DMMP) identified a dredged material placement capacity shortfall that will begin in approximately 2010. Both the USACE and State DMMPs recommended investigating the potential to expand Poplar Island. USACE guidance requires that expansion of existing sites be considered first before new sites are proposed. The Maryland General Assembly directed the Maryland Port Administration (MPA) to evaluate expansion alternatives for Poplar Island. The expansion of Poplar Island is considered by many stakeholders to be the most viable and timely alternative available to avoid the projected shortfall in dredged material placement capacity for maintenance dredging of the upper Chesapeake Bay approach channels to the Port of Baltimore. The Draft GRR/SEIS investigated alternatives for modifications to increase habitat restoration and expand the dredged material placement capacity at Poplar Island.

### **What is the recommended plan for the expansion?**

There are five recommendations of the Draft GRR/SEIS:

1. Construction of a northern lateral expansion of approximately 575 acres, consisting of 60 percent wetland and 40 percent upland habitat;
2. Construction of a 5-ft vertical raising of the existing upland Cells 2 and 6;
3. Placement of dredged material from the southern approach channels to the Chesapeake and Delaware (C&D) Canal at Poplar Island;
4. Incorporation of design modifications required for the completion of the existing project; and
5. Development of additional recreational and educational enhancements.

### **Is this the last time that Poplar Island will be expanded horizontally/vertically – i.e., will this site become another Hart-Miller Island in terms of constant appeals to expand?**

USACE guidance requires that expansion of existing sites be considered first before new sites are proposed. However, if a decision is made to move forward with the proposed expansion, the USACE and the MPA anticipate that this would be the only expansion. Based upon the results of the engineering analyses (including engineering suitability and placement analyses), agency concerns and public comments, environmental benefits analyses, and the incremental cost analysis, it does not appear that further vertical expansion (additional raising of the upland dikes) would result in additional substantive environmental benefits to the Poplar Island Environmental Restoration Project (PIERP). In addition, lateral expansion in the future would be geographically unlikely based on the existing environmental and engineering constraints at the site (i.e., locations of State protected oyster bars and availability of sand borrow materials). The current recommended plan was designed to maximize the benefits of a one-time lateral expansion. Further study of additional environmental restoration in this geographic area (vicinity of the PIERP) would not, as currently assessed, lead to recommended future expansion scenarios at the PIERP. However, because USACE guidance requires that expansion of existing sites be considered before new sites are proposed, it is possible that expansion could be reconsidered/reevaluated in the future.

### **What recreational/educational opportunities will be available at the island?**

Educational tours are currently available at the PIERP, and these tours will continue. The Draft GRR/SEIS includes suggested recreational and educational components for the PIERP that are compatible with the project's ecosystem restoration purpose and objectives and are intended to enhance the public's experience by taking advantage of natural values. Implementation of recreational/educational opportunities will be coordinated with interested parties and local jurisdictions. Recreational and educational opportunities and features would be limited to areas of the PIERP with controlled access. Components included for further consideration utilize a combination of both passive and active recreation, education, and habitat-based improvements. Incorporation of these recreational/educational components may require an additional feasibility assessment prior to their implementation. It is important to note that USACE guidance specifies that recreational components may not adversely impact the ecosystem purpose (i.e., remote island habitat). The following recreational/educational opportunities may be considered for the PIERP:

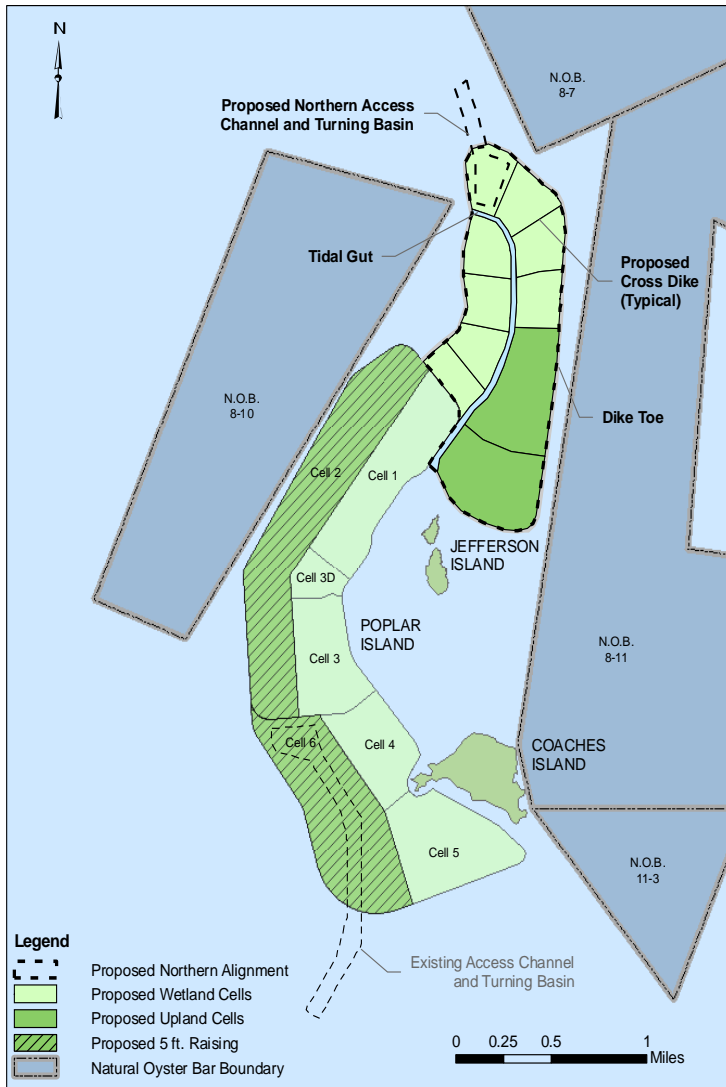
- Public Tours of the Island
- Self-Guided/Interpretive Nature Trails and Boardwalks
- Kiosks with Informative Signage
- Research Opportunities for Educational Institutions
- Docking Area for Authorized Visiting Boats
- Demonstration Garden
- Avian Observation Areas
- Resting/Viewing Areas
- Volunteer Opportunities
- Environmental Education/Visitor Center
- Picnic Areas
- Stone Sculpture/Monument/Memorial Area

- Rock Reefs and Rock Armor Habitat for Fish

- Outdoor Lecture Area/Covered Pavilion

**What type of dredged material will be accepted at the site?**

Dredged material accepted at Poplar Island will continue to originate from the upper Chesapeake Bay federal navigation channels. Under the recommended plan for the Draft GRR/SEIS, dredged material from the southern approach channels to the C&D Canal (south of the SassafRAS River) was also recommended for placement at Poplar Island. Sediment quality and environmental considerations were evaluated as part of the Draft GRR/SEIS before recommending that these materials were acceptable for placement and subsequent habitat development at Poplar Island.



**What will the expansion look like?**

The recommended expansion will be a combination of a 575-acre northern lateral expansion combined with a 5-ft vertical raising of the existing upland cells – Cells 2 and 6. The habitats created in the lateral expansion will be comparable to, and will look visibly the same as the wetland and upland cells that have already been constructed at Poplar Island.

**Will contaminated dredged material be accepted?**

No. Dredged material considered for future placement at Poplar Island will be consistent with material currently being placed, and material will be tested prior to dredging and placement to ensure that the sediment quality is comparable and suitable for placement at Poplar Island. Material from Baltimore Harbor within the Patapsco River will **not** be considered for placement at Poplar Island in accordance with the 1996 PIERP Integrated Feasibility Study and Environmental Impact Statement (EIS).

**How can we obtain access to the island?**

Guided tours of the island can be arranged through Maryland Environmental Service (MES). Contact Chrissy Albanese (Poplar Island Tour Coordinator) at 410-770-6503. Otherwise, access is restricted to protect the habitat that has already been created and because the island is an active construction site.

**How far will the island be expanded and will it affect access to Knapps Narrows?**

Based on the recommended plan, the footprint of the northern lateral alignment of Poplar Island will be approximately 600 acres in size. The recommended plan does not include any construction south of the existing project that would impact access to Knapps Narrows.

**How much closer to the mainland will the expansion be located compared to the existing Poplar Island configuration?**

Currently, the northeastern portion of the PIERP is located 1.88 miles from Lowes Point on the mainland. The proposed 1,080-acre Study Area of the northern lateral expansion would be located 1.35 miles from Lowes Point, on the mainland. The construction of the northern lateral expansion will decrease the distance between the mainland

and the existing northeastern portion of the PIERP approximately 0.5 miles. The southeastern portion of the PIERP is currently located 1.08 miles from the mainland; the southern portion of the proposed Study Area would be located 1.27 miles from the mainland, south of Lowes Wharf. These calculations represent the maximum potential change in the distance between the proposed lateral expansion and the shoreline. The actual alignment of the preferred alternative will be located within the proposed 1,080-acre Study Area potentially increasing the distance of the proposed lateral expansion from the shoreline. The final alignment of the proposed lateral expansion will be constructed within the Study Area. It is anticipated that the preferred alignment will be comprised of an approximate 575-acre dredged material placement area, as calculated from the centerline of the exterior dike. The area from the centerline of the exterior dike outward to the end of the toe dike encompasses approximately 25 acres of bottom. Therefore, the total area of impact from the proposed lateral expansion is a footprint approximately 600 acres in size.

**I fish/crab/clam within the expansion area. Where can I move my gear? Will additional harvest areas be opened?**

The USACE and MPA will be coordinating with the Maryland Department of Natural Resources (MDNR) and other resource agencies to assess the commercial fishing activity in the area. They are also willing to meet with local groups and representatives to obtain additional information regarding existing commercial use within the potential expansion areas. The State (MDNR) would be responsible for assessing the opening of additional harvest areas.

**Will there be negative effects on clamming, oystering, crabbing, and fishing in the area proposed for lateral expansion?**

At current clam densities, the proposed lateral expansion would not significantly impact the abundance or catch of either type of commercial clam species. However, the proposed expansion permanently removes clam beds from the fishery that have the potential to be productive in the future.

All natural oyster bars (NOBs) near the PIERP are outside the Study Area so the project is not expected to have negative long-term impacts on oyster abundance. Some higher levels of turbidity and sedimentation associated with project construction have the potential to disrupt the oyster beds in the short term; however, time of year restrictions for construction activities would be expected to minimize impacts. The proposed lateral expansion project may have a minor impact on navigation for some commercial waterman who may have to travel a longer distance to the NOBs.

Collected field data indicate that much of the Study Area serves as a productive commercial crabbing area; water depth within the Study Area is greater than four feet, and therefore, the entire 1,080-acre Study Area comprises a potentially active crabbing area. Precluding blue crabs and blue crab harvesting from the island footprint area will result in both crab and watermen relocating to nearby areas. The project has the potential to increase crab abundance in adjacent areas, particularly if SAV beds in Poplar Harbor expand. However, increased travel time and fishing congestion in these areas (pots per acre) may offset these positive effects. Because the lateral expansion is not anticipated to affect crab abundance, it is reasonable to expect that the economic impacts of the project on overall crab fisheries will be minimal. However, there may be temporary impacts to individual crabbers who are displaced by the project as they search for new productive areas to set pots and some long-term impacts for any fishermen who must travel farther to set pots.

Overall, impacts of the proposed lateral expansion to commercial finfisheries are minimal. The area of Chesapeake Bay bottom that will be lost to the expansion is not expected to affect finfish catches because the area is not a prime finfishing area. Local fishermen did not report any conflicts between the proposed expansion footprint and current pound net locations. The additional stone dikes, wetlands, and potential increase in SAV associated with the proposed lateral expansion are expected to provide more shelter and foraging habitat for commercially valuable finfish species. Travel-time impacts associated with the proposed lateral expansion are anticipated to be minimal.

**What about the viewshed? It seems like the expanded footprint will be much more unattractive from shore.**

The affected land area for the proposed lateral expansion and raising of existing upland cells includes primarily residential and agricultural areas. The types of non-residential areas with views of the island include a hotel and marinas. Transient views of the island may be seen from secondary roads where the roads are close to the shoreline and from several locations along scenic Route 33. The island is visible in clear weather from portions of the western

shore of the Chesapeake Bay, but these viewers will see the PIERP and expansion as a very small proportion of the visual field and are not considered to be affected viewers.

**What type of economic benefits do you foresee this bringing to Talbot County?**

Talbot County will experience few direct economic impacts associated with dredging and material transport because these activities involve purchases of labor and inputs from elsewhere in the State and from out-of-State. However, the County will experience some local impacts associated with material placement activities that will involve crews being stationed at or near the PIERP, and a significant share of economic impacts associated with habitat restoration work and long-term site monitoring and management. The analysis shows that of the \$340 million in overall project spending over 12 years, approximately \$142.9 million, or approximately \$11.9 million annually, will be spent in the vicinity of the island restoration/placement site on site construction, habitat development, and long-term maintenance and monitoring.

**What kind of environmental monitoring is currently being conducted at Poplar Island?**

As part of the EIS for the original project, a monitoring framework was developed. This framework includes: monitoring of: exterior water quality, exterior sediment quality, benthic communities and tissue (clam tissue for contaminants), epibenthic communities (on the rock dike), spillways discharges, fisheries use of exterior waters, wetlands use by fish and wildlife, bird utilization, SAV (within the harbor and within the wetland cells), shellfish bed sedimentation, terrapin habitat, and interior water quality and algae. The purpose to the monitoring is to identify changes (if any) in the exterior environment and modify the facility operations (if necessary) to ensure that no adverse changes occur.

The water quality, sediment quality, benthic community and tissue data, spillway discharge, and interior water quality/algae data is evaluated, reviewed, and submitted to Maryland Department of the Environment (MDE) to document water quality conditions adjacent to the site and at nearby reference sites. Other biological data (fish, shellfish, wetlands, birds, etc.) is used to assist with the habitat development initiatives.

**Who will be responsible for the island once it is completed? What are the long-term maintenance issues?**

Currently, the PIERP is managed by USACE and MPA. The USACE and MPA are advised by the Poplar Island Working Group, which is composed of representatives of Federal, State, and local agencies, environmental groups, educational institutions, and commercial interests with an interest in the success of the project. Through regularly scheduled project updates from the management teams and reviews of key planning documents and reports, the Working Group provides recommendations to the USACE and MPA on regulatory compliance, habitat development and management, and resource monitoring.

After the project is fully constructed, the cells are filled, and the wetland and upland habitats are created, the USACE will turn the site over to the State of Maryland. It is the intent that the State will manage the project site to maintain the project restoration objective of remote island habitat.

**Why are you proposing to expand Poplar instead of going to James Island?**

As detailed in the USACE DMMP, both Poplar Island and James Island are being considered for dredged material placement. Because Poplar Island is an expansion of an existing and authorized project, Poplar Island may occur before restoration could potentially occur at James Island.

**What about marker lights to make sure no one runs aground on the rock structure?**

Lights used as aids to navigation may be added as a result of the project, but will be in keeping with existing lighting along the waterway, and in compliance with U.S. Coast Guard regulations. Similar to existing conditions, for safety purposes during construction, warning signs for recreational boaters would be placed in locations where potential submerged hazards may exist. The MDNR police would also cooperate with the State to enforce the existing restrictions at the PIERP and proposed lateral expansion during construction, when necessary.

**Will an expanded Poplar provide more erosion protection for the mainland?**

Results of the hydrodynamic model predicted that there would be no increases in wave height along the mainland from the lateral expansion, as compared to the conditions from the existing PIERP. The maximum reductions in wave height from the lateral expansion are predicted to be 3-4 ft, directly in the lee of the lateral expansion. Close to the mainland (water depth of 9 ft), the maximum reductions in wave height are 1-1.5 ft. Wave height did not increase along the mainland as a result of the northern lateral expansion for any cases simulated, and therefore, the



proposed northern lateral alignment is *not* anticipated to have a significant, negative impact on erosion along the mainland.

**How do you quantify the benefits of Poplar in terms of island habitat and what that means for the Bay?**

The PIERP is a habitat restoration project unique within the Chesapeake Bay. To adequately evaluate the outputs of the proposed expansion project, it was necessary to re-evaluate and re-design the method used to quantify the environmental benefits (outputs) of both the existing project and the proposed expansion options. At the start of the project it was decided that individual species would not be used to quantify environmental benefits, but rather the fish and wildlife communities that would inhabit the island ecosystems. The method, developed by USACE with input from the Poplar Island Working Group involving resource agency representatives, calculates Island Community Units (ICUs) to quantify environmental benefits (with a focus on animal communities) over the life of the restoration project. This restoration measurement was reviewed and approved by the Bay Enhancement Working Group, and was also employed in the Mid-Chesapeake Bay Island Ecosystem Restoration Feasibility Study and EIS. Environmental benefits of fully developed (graded and planted) cells, in addition to interim environmental benefits realized during dredged material placement, were included in the analysis.

**Will there be an oversight committee to monitor the project and can the public participate?**

The Poplar Island Working Group is a multi-agency group that provides recommendations to the USACE and MPA on regulatory compliance, habitat development and management, and resource monitoring. The Poplar Island Working Group is comprised of Federal, State, and local agencies, environmental groups, representative academics from educational institutions, and commercial groups with an interest in the success of both the PIERP and the expansion study. The Working Group is comprised of two subcommittees that include the Habitat Subgroup and the Monitoring Subgroup. The subcommittees of the Working Group were established to advise the management teams on restoration planning and operations and on environmental monitoring activities. Monitoring needs for the existing PIERP have been identified by a multi-disciplinary group of State and Federal regulatory and resource agencies. Monitoring is performed to ensure regulatory compliance, to document the creation of beneficial habitat, to confirm the expected findings of no negative impacts, and to provide operational input on the success of habitat creation and potential changes which will increase the habitat value and utilization. As of 2005, the PIERP Monitoring Framework consists of thirteen monitoring components:

- Turbidity Monitoring
- Self- Shellfish bed sedimentation
- Sediment quality
- Wetland vegetation
- Water quality
- Benthic and Epibenthic community
- Wetlands use by fish and wildlife
- Fisheries use of exterior proximal waters
- Bird utilization
- Interior water quality/algae
- Maryland terrapin monitoring
- SAV monitoring in Poplar Harbor

The existing monitoring framework would be expanded to include any potential lateral expansion of PIERP. The location and number of additional monitoring locations and the frequency of monitoring events for each component would be determined based on consultation with the appropriate agency representatives, and approved by members of the Monitoring Subgroup. Changes and updates to the monitoring framework will be evaluated as part of Adaptive Management Process. Currently, there are limited opportunities for the public to become involved in the oversight committees. However, if sufficient interest by the public exists, there is the potential to create a Citizens' Advisory Committee (CAC) for Poplar Island, similar to the CAC for the State DMMP, which allows the public to participate in the oversight process. Members of the DMMP CAC work hand-in-hand with other committee members; these CAC members include representatives from all counties, conservation associations, civic associations, community associations and organizations, Chambers of Commerce, and watermen associations that may be impacted by a proposed site or program.

**Will it be possible to move the Bloody Point lighthouse to Poplar Island once the expansion is complete?**

The Bloody Point lighthouse could potentially be moved to Poplar Island once the expansion is complete, although the details of the cost and long-term maintenance of the lighthouse at Poplar Island have not yet been discussed in detail.





**US Army Corps  
of Engineers**  
Baltimore District

## **Poplar Island Environmental Monitoring**

### **Draft Poplar Island General Reevaluation Report (GRR) and Supplemental Environmental Impact Statement (SEIS)**

#### **Public Meeting Information Sheet**

Monitoring of the environment in and around Poplar Island is an integral component of this habitat restoration project. As part of the Poplar Island Environmental Restoration Project (PIERP) feasibility study and EIS, a monitoring framework was developed to provide a long-term (20-year) effort to determine the success of habitat creation. The framework was developed as a multi-disciplinary, collaborative effort to meet regulatory agency, resource agency, and construction compliance requirements of PIERP. Detailed and regularly scheduled monitoring is essential to ensure success of the project, to identify changes (if any) in the environment surrounding the island, and to determine if ongoing operations need to be adjusted. Monitoring also documents improvements as the project progresses, such as increases in vegetation cover and wildlife usage. The Maryland Department of the Environment requires specific monitoring activities during the life of the Poplar Island project, as a condition of issuing a Water Quality Certification (in accordance with Section 401 of the Clean Water Act).

Annual reports are produced each year and meetings are held with a large working group to review conditions and findings and determine potential modifications to the project planning and implementation and monitoring. As needed, smaller focus groups also meet throughout the year to adjust to changing conditions that need immediate attention.

Several different types of environmental assessment and monitoring studies have been conducted and/or are ongoing at the Poplar Island Environmental Restoration Project (PIERP):

- Baseline Conditions Assessments
- Post-Construction/Pre-Operations
- Construction Monitoring
- Operations Monitoring
- Spillway Monitoring
- Exterior Monitoring
- Habitat Creation Monitoring

Some examples of the PIERP monitoring programs include:

#### **Construction Monitoring (During Dike Construction)**

Water quality monitoring was conducted during pre-construction activities (1995-1996) and turbidity monitoring was conducted during Phase I and Phase II perimeter dike construction at Poplar Island (1998-2001).

To assure compliance with turbidity standards in the Water Quality Certificate issued by Maryland Department of the Environment, real-time turbidity monitoring was conducted during perimeter dike construction (Phase I and Phase II) at Poplar Island. Construction activities that could result in discharges to waters and cause localized turbidity include sand fill, placement of unsuitable foundation sediments, and dredging or excavation. Ten locations surrounding active construction site and two reference areas were monitored. Within 24-hours post-sampling, the turbidity data were posted to a password-access website for a two-day review period by the USACE and state regulators.

### **Operations Monitoring - Discharge Monitoring of Effluent Water Quality**

Discharge of effluent water through the facility spillways occurs to facilitate dewatering and consolidation of the placed material. This effluent is closely monitored to minimize any potential impacts to the Bay waters surrounding Poplar Island. Discharge monitoring includes daily, weekly, biweekly, and quarterly discharge water quality monitoring for the five spillways discharging into the Chesapeake Bay. In addition, quarterly water quality monitoring is conducted at locations 100 yards from each spillway and the water quality reference point. Algae samples are collected on a bi-weekly basis from April through October in ponded water at Poplar Island.

To ensure that the effluent being released from the spillways meets the standards set forth in the Water Quality Certification and the Wetlands License, Inspectors check each spillway every hour. This includes periods of inflow, when Inspectors are on site 24 hours a day, 7 days a week. If there are no personnel on-site, the spillways remain closed. During their hourly check, Inspectors check the pH, turbidity and overall quality of the discharge, as well as look for any abnormal conditions around the entire facility.

### **Exterior Monitoring**

Two sets of baseline exterior monitoring studies were conducted for the PIERP. *Pre-construction* baseline studies were conducted prior to construction of the exterior dikes to document the physical and chemical conditions and biological communities in the vicinity of the project. *Post-construction/pre-operations* exterior monitoring studies were conducted following completion of the Phase I exterior dike and prior to initiation of dredged material placement (inflow) and subsequent discharge of effluent.

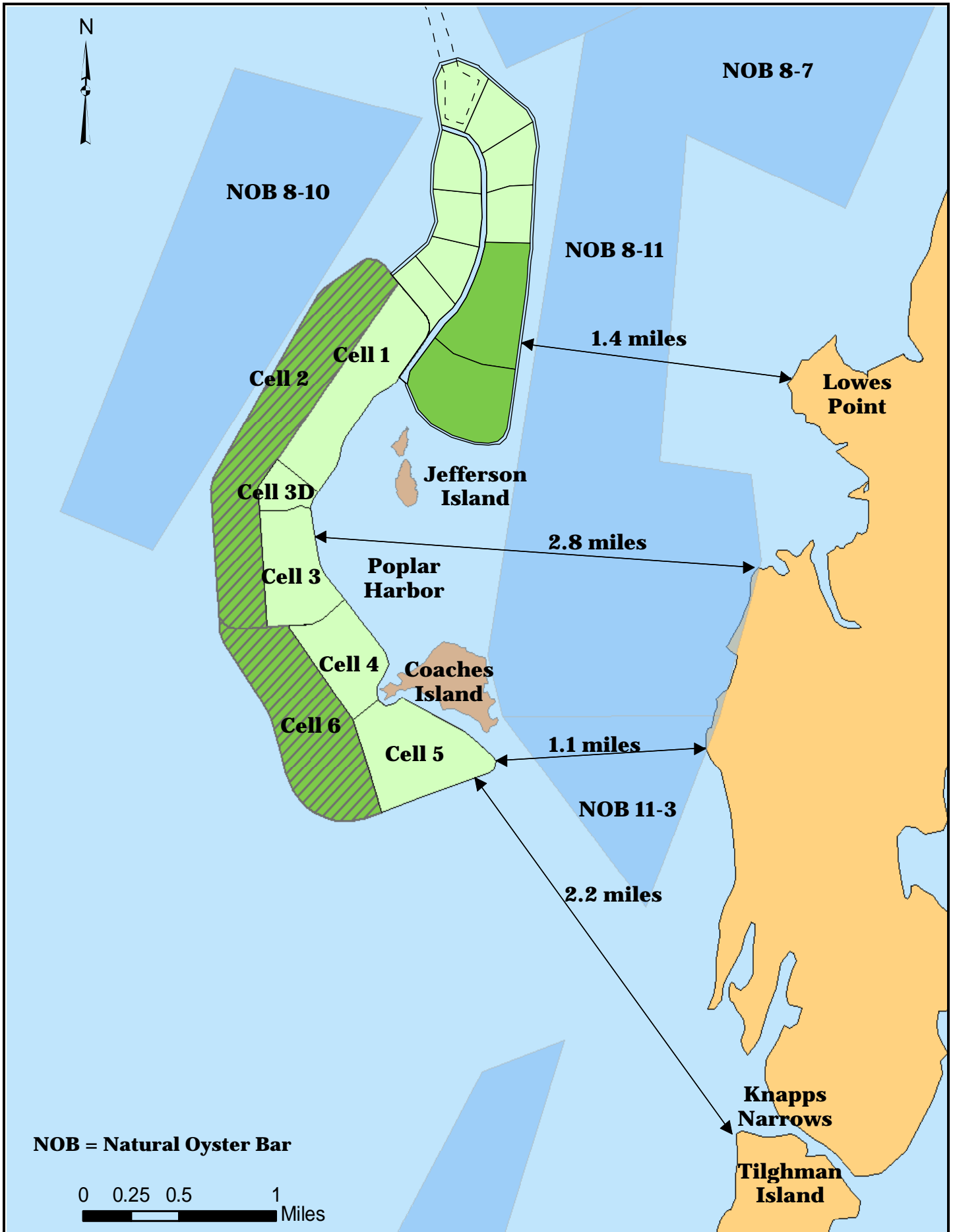
The purpose of the ongoing exterior monitoring program is to collect sediment quality, water quality, benthic and epibenthic community, and benthic tissue data to compare to results of the pre-construction (1994-1996) and pre-construction (2000/2001) studies. These comparisons will allow for initial identification of trends or changes in the exterior environment, if any, that could potentially continue throughout the operational lifetime of the PIERP. Results will also be used to as a technical basis to modify the monitoring requirements in subsequent years. The Poplar Island Monitoring Framework dictates the sampling frequency for each of the exterior monitoring components.

### **Ongoing Monitoring Studies**

Monitoring needs for the existing PIERP have been identified by a multi-disciplinary group of State and Federal regulatory and resource agencies. Monitoring is performed to ensure regulatory compliance, to document the creation of beneficial habitat, to confirm the expected findings of no negative impacts, and to provide operational input on the success of habitat creation and potential changes which will increase the habitat value and utilization. As of 2005, the PIERP Monitoring Framework consists of thirteen monitoring components:

- Turbidity Monitoring
- Self- Shellfish bed sedimentation
- Sediment quality
- Wetland vegetation
- Water quality
- Benthic and Epibenthic community
- Wetlands use by fish and wildlife
- Fisheries use of exterior proximal waters
- Bird utilization
- Interior water quality/algae
- Maryland terrapin monitoring
- SAV monitoring in Poplar Harbor

The existing monitoring framework would be expanded to include any potential lateral/vertical expansion of the PIERP. The location and number of additional monitoring locations and the frequency of monitoring events for each component would be determined based on consultation with the appropriate agency representatives, and approved by members of the Monitoring Subgroup. Changes and updates to the monitoring framework will be evaluated as part of Adaptive Management Process.



**Distances to Shoreline from Existing Project and the Proposed Expansion Project  
Poplar Island, Talbot County, Chesapeake Bay, Maryland**

# ORIGINAL

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21

POPLAR ISLAND ENVIRONMENTAL  
RESTORATION PROJECT  
Public Comment Meeting

-----

Meeting in the above-captioned matter was  
taken on Tuesday, July 19, 2005, at the Talbot County  
Public Library, 100 West Dover Street, Easton,  
Maryland, commencing at 7:00 p.m. before Carol T.  
Lucic, Notary Public.

-----

Reported by: Carol T. Lucic, RMR

1           MR. JOHNSON: We're getting started in about  
2 two minutes. I think we have somebody here who would  
3 like to make an opening remark.

4           MS. HARRINGTON: Good evening, everybody.  
5 I'm Hope Harrington. I'm president of the Talbot  
6 County Council, and I'm very glad to see a good number  
7 of people here tonight to hear the presentation by the  
8 Corps of Engineers. The council is very pleased that  
9 the Corps of Engineers is taking such pains to share  
10 their plans with the community and hear from us.

11           They've already held a number of sessions on  
12 Tilghman Island, all of which I've attended, and I do  
13 know from attending those meetings that the watermen in  
14 Tilghman have some concerns, and I know that the Corps  
15 of Engineers knows that, and I think that's the reason  
16 they're here tonight, to hear whether or not there are  
17 any other concerns and, if so, how they can be  
18 addressed.

19           So I'm not going to take any more time  
20 because I'm interested to hear the presentation and  
21 hear what you have to say. Thank you.

1           MR. JOHNSON: Good evening and welcome to the  
2 public meeting for the Poplar Island general  
3 reevaluation report and supplemental environmental  
4 impact statement. My name is Scott Johnson. I'm the  
5 project manager for U.S. Army Corps of Engineers  
6 Baltimore District. The Corps along with our partner,  
7 the Maryland Port Administration, are the agencies  
8 responsible for the preparation of this report.

9           We will begin this meeting with a formal  
10 presentation of the draft report lasting about 20  
11 minutes followed by an opportunity for you, the public,  
12 to comment on the record about the project. Your  
13 comments will be recorded by our court reporter and  
14 entered into the formal record for this report.

15           In the interest of time and allowing everyone  
16 who wishes to speak an opportunity, I would ask that  
17 you limit your formal comments to five minutes. My  
18 colleague, Joyce Conant, will indicate when your time  
19 is up. You may also enter a written statement for the  
20 record if you choose.

21           Once we have heard from all of those who wish

1 to speak the formal portion of our meeting will be  
2 concluded. I will then open the floor for questions of  
3 myself and our panel, who I will introduce later in the  
4 presentation. We will answer as many questions as we  
5 can and will remain after the conclusion of the formal  
6 meeting to talk to you individually.

7           The important thing is for us to document all  
8 of your comments and questions for the record. A copy  
9 of the presentation, a set of frequently asked  
10 questions, and additional project information is  
11 enclosed in the packets you received at the sign-in  
12 desk.

13           First let me explain the National  
14 Environmental Policy Act or NEPA. NEPA went into  
15 effect as a federal law in January of 1997 with the  
16 goal of protecting the environment by promoting better  
17 planning, decision making, and coordination with the  
18 public. NEPA reviews are required for any proposed  
19 project that includes federal money, lands, or  
20 permits.

21           NEPA requires environmental impact assessment

1 of the proposed action. This is documented in an  
2 environmental impact statement or EIS or other  
3 document. An EIS documents the purpose and need of a  
4 proposed action, evaluates reasonable alternatives to  
5 the action, and analyzes the significant environmental  
6 and other consequences of that action. In doing so an  
7 EIS assists officials in planning proposed actions and  
8 making environmentally sound decisions. Some of the  
9 environmental factors which are considered through an  
10 EIS include air, water, and sediment quality, aquatic  
11 and terrestrial resources, socioeconomics, and cultural  
12 resources, to name a few.

13 For the Poplar Island project the EIS was  
14 completed in 1996. For any major modification to a  
15 project such as the proposed expansion of Poplar Island  
16 a supplement to the original environmental impact  
17 statement or SEIS must be prepared.

18 This chart illustrates the SEIS process that  
19 we're going through. The process begins with a notice  
20 of intent, which is published in the Federal Register.  
21 It notifies the public that a federal agency will be



1 preparing a NEPA document to evaluate the impacts  
2 associated with a proposed action. The second step is  
3 public scoping meetings where the public is invited to  
4 comment on the purpose and extent of the study and to  
5 identify significant issues.

6 For this project the third step was a series  
7 of additional meetings to update the public on the  
8 progress of the project. The fourth step is the  
9 preparation of a draft SEIS, which evaluates a proposed  
10 project in light of the project need, reasonable  
11 alternatives, and environmental and other consequences  
12 of the proposed action.

13 The draft SEIS is then submitted for public  
14 review and comment for a minimum of 45 days. Following  
15 release of the draft SEIS a second round of meetings is  
16 generally held during which public comments on the  
17 draft SEIS are solicited.

18 That is the intent of tonight's meeting.  
19 Based on comments received from the public the draft  
20 SEIS will be revised into a final, and then the final  
21 step is the preparation of a record of decision or

1 ROD. The ROD documents the final decision, summarizes  
2 the SEIS analysis, and is signed by the participating  
3 federal agencies.

4 Now let me give you some information on this  
5 particular federal action, the Poplar Island general  
6 reevaluation report and supplemental environmental  
7 impact statement, which I will refer to as the report  
8 from now on.

9 The GRR is a document that reassesses a  
10 previously authorized project based on changed  
11 conditions or assumptions. The existing Poplar Island  
12 project was authorized under Section 537 of the Water  
13 Resources Development Act of 1996. Any proposed  
14 actions resulting from the GRR must comply with NEPA,  
15 which we talked about earlier, and if significant  
16 enough, may require reauthorization by Congress. This  
17 report is a supplement to the original EIS for the  
18 existing project which was completed in 1996.

19 The Corps recently completed a dredged  
20 material management plan that was a comprehensive  
21 evaluation of the dredged material placement needs for

1 the navigation channels serving the Port of Baltimore.  
2 This study identified a capacity shortfall beginning in  
3 2010 and recommended a number of additional studies to  
4 meet this need. Because of the relative urgency of the  
5 2010 shortfall and the fact that the Corps guidance  
6 requires evaluation of existing sites first, the DMMP  
7 recommended that expansion of Poplar Island be  
8 evaluated.

9 Expansion of Poplar Island could accommodate  
10 the near term shortfall, the capacity shortfall, and  
11 allow time for additional beneficial use projects such  
12 as island restoration at James and Barren Islands and  
13 wetland restoration in and around Blackwater National  
14 Wildlife Refuge to come on line.

15 The purpose of this report is to  
16 first reevaluate actions required to complete the  
17 existing project; second, to evaluate the physical  
18 expansion of the island both laterally and vertically;  
19 third, to consider acceptance of dredged material from  
20 other channels than those currently authorized to go to  
21 the island; and finally to consider the addition of

1 recreational and educational components to the project.

2           The existing project shown in this slide has  
3 become a national model for the beneficial use of  
4 dredged material. The project won a Coastal America  
5 Partnership award in 2003 and has attracted regional  
6 media attention in magazines, newspapers, and  
7 television, including coverage by CNN, Maryland Public  
8 Television, and The Washington Post. 1,100 acres of  
9 remote island habitat are being restored, half of which  
10 will be wetland habitat and will also provide 40  
11 million cubic yards of dredged material placement  
12 capacity. The historic island footprint had eroded  
13 down to about three acres prior to the start of  
14 construction.

15           This restoration of remote island habitat,  
16 which helps to offset the loss of over 10,000 acres of  
17 remote island habitat in the Chesapeake Bay, is already  
18 a success. Poplar Island attracts a variety of  
19 wildlife including a diverse community of birds, fish,  
20 and reptiles. While we are seeing great success, the  
21 project is still under construction, and there are

1 components of the existing project that are not yet  
2 completed.

3           Before I talk about the proposed expansion  
4 activities at Poplar I would like to talk about several  
5 actions that will take place to complete the existing  
6 project. These actions were planned in the original  
7 report, but were not discussed in enough detail to  
8 fully address all of the impacts. Instead of writing a  
9 separate NEPA document to address these actions, they  
10 are being included in this report.

11           A number of modifications are required to  
12 close Cell 6. These include realigning the southern  
13 access channel, dredging in the southwestern sand  
14 borrow area, and constructing new discharge, pier, and  
15 bulkhead structures. The sand dredged from the borrow  
16 areas will be used for dike construction including a  
17 temporary 2 foot dike raising of Cells 2 and 6. The  
18 primary impact from all of these actions is a  
19 disturbance of bay bottom habitat in the vicinity of  
20 the borrow area and the access channel.

21           To evaluate the proposed expansion activities

1 we first started by looking geographically at where we  
2 could expand the island. Seven alignments to the  
3 north, south, east, and west of the existing project  
4 were initially considered. For each alignment we  
5 considered a number of environmental, engineering, and  
6 cost factors as well as the concerns of the local  
7 citizens and watermen.

8           As you can see, the area around Poplar Island  
9 is surrounded by oyster bars and deep water located to  
10 the west. We conducted a number of public outreach  
11 meetings starting in the fall of 2004, and we met with  
12 numerous local interest groups to determine the  
13 sentiments toward the existing project as well as the  
14 proposed expansion. The results of this extensive  
15 screening and the public input led us to the selection  
16 of a northern lateral alignment.

17           Once the geographic location, the northern  
18 lateral alignment, was selected, we then evaluated the  
19 combination of a lateral and vertical expansion. We  
20 looked at multiple heights for the upland dike raising  
21 and variations of the wetland habitat proportions

1 within the lateral expansion. Next we optimized the  
2 lateral and vertical expansion based on environmental  
3 benefits, dredged material capacity, and economic  
4 considerations. The results of this screening process  
5 led us to the three alternatives detailed in the  
6 report.

7           The first alternative is the no action  
8 alternative. NEPA requires that this alternative be  
9 included in all impact assessments. The no action  
10 alternative consists of the existing project at 1,140  
11 acres in size with 50 percent wetlands and 50 percent  
12 uplands. Capacity of the existing project is 40  
13 million cubic yards, and as currently planned dredged  
14 material placement would continue until approximately  
15 2015.

16           Alternative 1 is the environmentally  
17 preferred alternative that maximizes the creation of  
18 wetland habitat and results in 60 percent of the  
19 lateral expansion being tidal marsh habitat. Coupled  
20 with a 5 foot vertical raising of the existing upland  
21 cells, this alternative adds 28 million cubic yards of

1 capacity and extends the overall project life by seven  
2 years. This should bridge the gap between the 2010  
3 shortfall and the next generation beneficial use  
4 project.

5 This is the environmentally preferred  
6 alternative because it provides a greater proportion of  
7 wetlands than the existing project; however, it's  
8 important to note that there is some uncertainty  
9 related to achieving 60 percent wetlands for this  
10 alternative because of the specific challenges  
11 associated with wetland creation using dredged material  
12 and the ability of the site to handle the projected  
13 inflows of dredged material.

14 MR. BERTHOLD: I have a question about the  
15 map. Are the light, dark green, and the lime green all  
16 the proposed expansion and the white the existing?

17 MR. JOHNSON: The area outlined in the red  
18 dot is the expansion. Let me back up real quick.  
19 That's the existing project there. If you look up at  
20 the top right of the screen, you can see that existing  
21 alignment to the northeast is the expansion.



1 MR. BERTHOLD: Thank you.

2 MR. JOHNSON: Alternative 2 has the same 575  
3 acre footprint as Alternative 1, but has 50 percent of  
4 the lateral expansion as wetland habitat rather than 60  
5 percent. The 40-acre cell shown in yellow would be  
6 designated as upland habitat for this alternative.  
7 Coupled with a 5 foot vertical raising of the existing  
8 upland cells, this alternative adds 30 million cubic  
9 yards of capacity and extends the overall project life  
10 by seven years.

11 The proportion of wetland habitat restored in  
12 Alternative 2, 50 percent, is the same as the existing  
13 project; however, because of the success of the  
14 existing project to date, we believe we can do better  
15 and achieve the 60 percent wetland proportion proposed  
16 in Alternative 1.

17 Additional environmental design features that  
18 would enhance the project by adding diversity and  
19 complexity to the restored habitats has been proposed  
20 by federal and state agencies. These features include  
21 an open water embayment shown there in blue, rock

1 reefs, breakwaters, and additional bird nesting  
2 structures, which would be constructed in lieu of  
3 wetland habitat. These features will undergo further  
4 evaluation in the next phase of this project including  
5 long-term maintenance and public accessibility  
6 considerations.

7           There are impacts associated with a project  
8 of this magnitude; however, these impacts are offset by  
9 the benefits. Within the report 42 resources including  
10 environmental, cultural, socioeconomic, recreation, and  
11 aesthetics were evaluated. Because the footprints of  
12 both expansion alternatives are the same, the primary  
13 impacts of each alternative are essentially the same.

14           Three primary impacts were identified: Loss  
15 of open water habitat, loss of shallow water habitat,  
16 and loss of bay bottom habitat within the footprint of  
17 the lateral expansion. In addition we also recognize  
18 that there will be a change to the viewshed from the  
19 mainland and other impacts such as noise related to the  
20 extended construction and operations period.

21           Benefits of the expansion include the

1 restoration of remote island upland and tidal marsh  
2 habitat, protection of Poplar Harbor, additional bird  
3 nesting and fish nursery habitat, and additional  
4 protection of the mainland, Jefferson Island, and  
5 Coaches Island from erosion. In addition, the proposed  
6 expansion will help meet the short-term dredged  
7 material capacity needs identified in the DMMP to keep  
8 the approach channels to the Port of Baltimore  
9 navigable. It's important to note that the expansion  
10 will be consistent with the existing project which has  
11 been deemed successful in restoring habitats that are  
12 being utilized by a wide variety of wildlife.

13           Of the three alternatives evaluated in this  
14 report we are recommending the environmentally  
15 preferred alternative, Alternative 1, a 575 acre  
16 lateral expansion with 60 percent wetlands combined  
17 with a 5 foot vertical raising of the existing upland  
18 cells. We are also continuing to evaluate the proposed  
19 environmental design features such as the open water  
20 embayment for incorporation into the recommended plan.

21           Moving on to the next component of the

1 report, we evaluated accepting dredged materials from  
2 other channels. The channels indicated here in blue  
3 are currently authorized for placement at Poplar  
4 Island. Material from the channels within the Patapsco  
5 River and Baltimore Harbor, as indicated here, are not  
6 considered for placement at Poplar. Dredged material  
7 from the southern approach channels to the C & D Canal  
8 south of the Sassafras River, as indicated in purple,  
9 was specifically considered for placement at Poplar  
10 Island. Approximately 1.2 million cubic yards of  
11 material from these channels is currently placed at the  
12 Pooles Island open water site each year. By state law  
13 Pooles Island is scheduled to close by 2010, and this  
14 material must be placed elsewhere.

15           After an evaluation of existing sediment data  
16 and consultation with state and federal agencies it was  
17 determined that the material from the southern approach  
18 channels to the C & D Canal could be placed at Poplar  
19 Island; therefore, we recommend that the dredged  
20 material from the southern approach channels to the  
21 C & D Canal be authorized for placement at Poplar

1 Island. However, based on concerns expressed by  
2 resource and regulatory agencies we are not considering  
3 accepting material from non-federal projects at this  
4 time.

5           Recreational and educational opportunities  
6 such as the continuation of public tours of the island,  
7 integration of interpretive nature trails and bird  
8 watching areas, and additional volunteer programs were  
9 also considered in this report. In 2004 more than  
10 1,800 people visited Poplar Island, a number that  
11 continues to grow and has included students of all  
12 ages, community and professional groups, and interested  
13 local citizens.

14           Recreational and educational components must  
15 be consistent with the project's objective to restore  
16 remote island habitat, and incorporation of any of  
17 these components will require additional study prior to  
18 their implementation; however, we are recommending that  
19 they be included in the project.

20           So in summary there are five recommendations  
21 in the draft Poplar Island report: Complete

1 modifications required for the existing project,  
2 construct a 575 acre northern lateral alignment with 60  
3 percent wetland habitat and 40 percent upland habitat  
4 in combination with a 5 foot vertical raising of the  
5 existing upland cells at Poplar Island, accept dredged  
6 material from the southern approach channels to the  
7 C & D Canal for placement at Poplar Island, and develop  
8 future recreational and educational enhancements for  
9 Poplar Island.

10 We are also seriously considering the  
11 incorporation of proposed additional environmental  
12 design features including an open water embayment into  
13 the recommended plan, and we would like your input on  
14 this and any other recreational and educational  
15 opportunities that may be of interest.

16 The plan recommended in the draft report is  
17 consistent with the objectives of the project, which  
18 include restoring marsh, aquatic, and terrestrial  
19 island habitat, maintaining consistency with the  
20 existing project, responding to concerns of the public  
21 and resource agencies, protecting the existing

1 ecosystems in Poplar Harbor by reducing erosion,  
2 optimizing placement capacity, and evaluating  
3 recreational and educational opportunities.

4           The schedule of the report is shown here.  
5 The notice of intent was published in June 2003  
6 followed by public scoping meetings in January 2004. A  
7 draft report was prepared in June of this year and made  
8 available for public comment beginning on June 24,  
9 2005. We are holding two public comment meetings. The  
10 first is this one in Easton and the second is tomorrow  
11 tonight at Tilghman Elementary School. The public  
12 comment period will extend until August 8, 2005. The  
13 final report is scheduled to be issued in December of  
14 2005 with a record of decision to follow in early 2006.

15           If you wish to review the Poplar Island  
16 general reevaluation report and supplemental  
17 environmental impact statement, you can do so by  
18 visiting the Talbot County Public Library branch here  
19 in Easton, the Talbot County Public Library branch at  
20 Tilghman Elementary School, Queen Anne's County Public  
21 Library, Anne Arundel County Public Library, or the

1 Enoch Pratt Free Library, by obtaining a CD from our  
2 welcome table, or by visiting the website listed here.  
3 All comments on the report should be submitted in  
4 writing by August 8 to Mr. Mark Mendelsohn at the  
5 address listed here.

6 Thank you for your attention, and I will now  
7 open the floor to those of you in attendance wishing to  
8 offer formal comments for the record. I would ask that  
9 when you approach the microphone, please provide your  
10 name and how to spell it for the court reporter as well  
11 as your affiliation if you have one.

12 For the first comment for the record I would  
13 like to introduce Mr. Nathaniel Brown representing the  
14 Maryland Port Administration, our non-federal sponsor  
15 and a key partner in the continued success of the  
16 Poplar Island project.

17 MR. BROWN: Good evening, ladies and  
18 gentlemen. My name is Nathaniel Brown,  
19 N A T H A N I E L, Brown, and I represent the Maryland  
20 Port Administration.

21 I would like to make the following statement



1 for the record that the Maryland Port Administration in  
2 partnership with the U.S. Army Corps of Engineers  
3 supports beneficial use and environmentally responsible  
4 placement of dredged material at the Poplar Island  
5 environmental restoration project and for expansion of  
6 Poplar Island. Thank you.

7 MR. JOHNSON: Nobody signed up to make any  
8 statements. Is there anybody else here? Has anybody  
9 signed in since we started? Would anybody like to make  
10 a statement for the record?

11 MR. PARKER: My name is Robert Parker,  
12 P A R K E R. I'm a resident of Talbot County and a  
13 recreational boater in the area.

14 We're all in favor of the Poplar Island  
15 project. One of the biggest problems recreational  
16 boaters have seen is now that Poplar Island is rebuilt,  
17 the increased current in the Poplar Narrows, which is a  
18 common turnaround we use for the area between Poplar  
19 Island and the mainland of Tilghman Island, that  
20 current is increased and is now flooding into --  
21 putting sediment into Knapps Narrows, which is a

1 navigable waterway and actual channel that goes between  
2 the Choptank River and the bay, and the biggest problem  
3 we're seeing now is there is no evidence that anything  
4 is going to be done to dredge that right now.

5 I was just wondering if it's possible to use  
6 the channel as a possible borrow area and keep that  
7 channel open to recreational and commercial watermen in  
8 that area. We have a brand new bridge there and  
9 everything, and now the channel is filling in and a lot  
10 of people can't use that particular area. Thank you.

11 MR. JOHNSON: We'll address the question part  
12 of your statement as soon as we're done with the other  
13 statements.

14 Would anybody else like to make a statement  
15 for the record?

16 MR. TOWLE: My name is Rick Towle, director  
17 of parks and recreation for Talbot County, Maryland.

18 I think this is going to provide a lot of  
19 opportunities for residents and visitors to Talbot  
20 County to experience something extraordinary and do it  
21 by natural means, not just mechanical means. They can

1 go by a sailboat or they can go by kayak or canoe out  
2 to explore some of these areas, which is an unusual  
3 thing because it is close enough to do reasonably for  
4 someone who is active in those areas. Generally these  
5 types of habitats are much further away and a lot  
6 harder to reach.

7           So I think that this is an opportunity for  
8 not only now, but for future generations to be able to  
9 explore the great outdoors of Maryland, and that's a  
10 big thing that we don't always understand and fathom  
11 today how important that's going to be tomorrow. So I  
12 just really want to say thank you and I appreciate the  
13 effort you folks are putting into that.

14           MR. JOHNSON: Thank you. Anybody else? That  
15 concludes the formal portion of our evening. We'll  
16 have the question and answer portion of this. We have  
17 a panel here. We have a lot of people with a lot of  
18 expertise regarding Poplar Island and Poplar Island  
19 expansion. I'm going to bring a few of them up front  
20 or at least identify them as part of our panel and  
21 allow you to ask whatever questions you would like.

1           First we have Mark Mendelsohn, who is the  
2 study manager with the Corps of Engineers in Baltimore  
3 District; Mr. Jeff McKee, who is chief of the deep  
4 draft navigation of the Baltimore District; Mike  
5 Snyder, who is a geotechnical project engineer. We  
6 have Peggy Derrick with EA Engineering, who is the  
7 study project manager for them; Jennifer Harlan, who is  
8 the project manager with the Maryland Environmental  
9 Services for Environmental Activities, as well as  
10 Lincoln Tracy, who is also a project manager for the  
11 Poplar Island operations out on the island.

12           So with that I think we probably ought to  
13 address your question first if you don't mind. There  
14 is a board over there where we have identified some of  
15 the current changes that will occur with and without  
16 the project, and they are relatively minor. We have  
17 not specifically looked at Knapps Narrows itself, but  
18 I'm going to ask Jeff, who is much more knowledgeable  
19 about the navigation in this area, to address the  
20 Knapps Narrows channel.

21           MR. McKEE: There are two parts to your

1 question. One is the maintenance of the existing  
2 channel, and currently we do not have funds available  
3 to us either in this current fiscal year or in the  
4 president's FY06 budget to maintain that channel. That  
5 channel is in the House version of the appropriations  
6 bill, and if money is appropriated, we could move  
7 forward with the dredging alone, but at this point in  
8 time we do not have money for the dredging. It is a  
9 federal navigation channel.

10 The second question you asked was using that  
11 as a borrow site. Because of the distance and because  
12 of the small amount of material in that channel, it  
13 really would not be suitable for borrow material.

14 MR. JOHNSON: The bottom line is it is a  
15 federal navigation channel and we have a  
16 responsibility, but, as Jeff mentioned, it takes  
17 money.

18 MS. HARRINGTON: So you're acknowledging that  
19 there is a sediment flow into the Knapps Narrows  
20 channel or will be from the work?

21 MR. JOHNSON: No. I guess you misunderstood

1 me there. I do not see that Poplar Island or the  
2 expansion itself is causing additional sedimentation in  
3 Knapps Narrows. It naturally fills in. Jeff, I don't  
4 recall how frequently it requires maintenance.

5 MR. McKEE: I would say that requires  
6 maintenance probably every four to five years. Any  
7 time you have a channel that comes in at a 90 degree  
8 angle to the shoreline you have natural currents that  
9 move material along that shoreline, and they're going  
10 to tend to fill in the channel. So we're aware that is  
11 a problem. We've gotten surveys that show it is  
12 shoaled in. We have been working with the county.  
13 We've identified a place to put the material just north  
14 of the channel to create some wetlands. It's just a  
15 matter of getting the funding to perform the dredging.

16 MR. JOHNSON: I don't want to discount your  
17 local dollars either. Do you feel like you're seeing  
18 an increase or is it simply it hasn't been maintained?

19 MR. PARKER: Well, it hasn't been  
20 maintained. The last time it was dredged is I believe  
21 six years ago.

1 MR. JOHNSON: It's probably overdue then.

2 MR. McKEE: It is overdue, and we have been  
3 trying to get the money. We just haven't been able  
4 to.

5 MR. PARKER: As local people, you see all of  
6 this dredged material coming from somewhere else and  
7 you have a few hundred cubic yards that could be taken  
8 out and make everybody's life happier down there, and  
9 it hasn't been done.

10 MR. JOHNSON: It's just different projects.  
11 The deep draft navigation projects that support the  
12 Port of Baltimore are generally funded every year,  
13 whereas the small navigation projects are fighting for  
14 the dollars every year.

15 MR. McKEE: Since you brought that up, we are  
16 working with what is called a performance-based budget,  
17 and the Office of Management and Budgets, when they  
18 fund projects, they want to see a return on their  
19 investment. One of the problems that we have in  
20 general with a lot of our shallow draft navigation  
21 projects, Knapps Narrows included, but it also includes

1 Tilghman Island Harbor on the east side of Tilghman  
2 Island, it would include things like Clayborn Harbor  
3 also in Talbot County, but throughout the Eastern Shore  
4 when you look at our waterborne commerce statistics, it  
5 says zero commerce reported.

6           While we know -- we can go out there and we  
7 can see a lot of watermen that work the area, nothing  
8 is reported, and so when we try to substantiate  
9 budgeting for these projects, they look at something  
10 like Baltimore Harbor and see over 40 million tons of  
11 commerce, and then you look at a lot of these shallow  
12 draft navigation projects, which are critical to the  
13 livelihood of a lot of the watermen down here and  
14 important as well to recreational boaters and they see  
15 zero commerce, it's very difficult for us to mount an  
16 argument.

17           We do our best to say we know there are a  
18 number of skipjacks or local watermen or marinas or  
19 whatever it is that is specific to those local boat  
20 harbors, but beyond that when it comes down to getting  
21 something in writing on a piece of paper other than



1 what we're providing, you know, zero commerce is what  
2 gets filled in one of the key blanks for our budgetary  
3 submissions.

4 So it makes it difficult to get funding for  
5 this. We have had to rely very heavily on the  
6 Congressional delegation, people like Congressman  
7 Gilchrest and Senator Sarbanes and Senator Mikulski.

8 MR. JOHNSON: That is an excellent point.  
9 It's off track of the meeting tonight, but it's  
10 possibly something for a future meeting. You need to  
11 help us help you.

12 MR. PARKER: It would be interesting to learn  
13 how this data is accumulated because this is the first  
14 I've heard the reason for it. I mean there is a lot of  
15 commerce that comes out of there, commercial watermen  
16 come out of that harbor.

17 MR. JOHNSON: I don't think we have the  
18 answer to that really tonight, but we can certainly put  
19 you in touch with people to explain that. Jeff, you  
20 have a card. You would probably be the best one for  
21 him to contact. Get with Jeff before you leave, and

1 certainly we can get somebody down here that can talk  
2 to you about those issues.

3 MR. BERTHOLD: What is the nature of a  
4 borrowing area? Is that used for local fill-in and it  
5 fills in again and can be continually used?

6 MR. JOHNSON: You're speaking of the borrow  
7 areas that we identified. The local borrow areas are  
8 sand borrow areas. We build the dikes out there  
9 primarily with sand. Sand is our most valuable  
10 construction resource that we have out there. About 40  
11 percent of the cost of the dikes and I forget how many  
12 tons of sand, probably in the neighborhood of probably  
13 7 million cubic yards of sand we used to construct  
14 those dikes, and they're armored with hundreds of tons  
15 of rock, but sand is the cheapest construction resource  
16 we can get.

17 MR. BERTHOLD: So is that a perpetual source  
18 that the silt replaces?

19 MR. JOHNSON: No. Maybe in geological terms,  
20 but not very quickly, no. We wish it would be that  
21 way. There is sand movement out there and we're

1 starting to try to get a handle on that. Some of the  
2 other work that we are doing is trying to identify the  
3 sediment transport around the area, and we're  
4 developing some models that we hope we'll get a handle  
5 on that. We are seeing in Poplar Harbor areas where  
6 sand is building up, but it's not very much.

7 MR. BERTHOLD: In general is that north to  
8 south?

9 MR. JOHNSON: As near as I can tell right now  
10 in general it's coming probably northeast to southwest,  
11 but don't quote me on that. That's just a general  
12 thing. As I said earlier, it's very important that we  
13 capture your questions. We want all your questions for  
14 the record, and we hope we can give you good answers  
15 for the record, but we really want to capture your  
16 questions.

17 MS. HARRINGTON: Having attended the meetings  
18 the Corps gave in Tilghman, the presentations that you  
19 gave there, I listened to the watermen's comments, and  
20 it seems that a number of the watermen are concerned  
21 that -- first of all, they wanted to make it plain that

1 they are happy with the current Poplar Island  
2 configuration and the status of it. They're worried  
3 that an addition to it will disturb or disband or  
4 destroy some of the oyster beds that they harvest  
5 from. There wasn't much feedback at the meetings that  
6 I attended in Tilghman from the Corps or from you. I  
7 wonder what you have to say to that.

8 MR. JOHNSON: We have taken great pains to  
9 avoid all of the oyster bars.

10 MS. HARRINGTON: I can see that.

11 MR. JOHNSON: We restrict ourselves during  
12 construction to insure that when we're placing the sand  
13 that we don't lose any of that onto the oyster bars.  
14 We monitor that fairly regularly, and we are  
15 developing, as I said, some sediment transport models  
16 to look at what is happening with the sand in and  
17 around the area. So far we haven't seen anything that  
18 would indicate a problem for the oyster bars that would  
19 be caused by the expansion or the existing island  
20 itself.

21 MS. HARRINGTON: Or the currents. It would

1 probably change the flow of the currents.

2 MR. JOHNSON: What you can see from this  
3 board right over here -- it's not the best graphic.  
4 These models are being developed by our engineering  
5 research and development center down in Vicksburg, and  
6 they have not been able to provide the best graphics in  
7 the world yet, but what we are seeing is there is a  
8 slight increase in the current velocity during certain  
9 tidal cycles, but it's very minimal. So it's a slight  
10 increase with nothing significant at all.

11 There was I believe a somewhat noticeable  
12 increase -- perhaps you can tell me -- when we built  
13 the original island. There has been some anecdotal  
14 information that it has increased in there, and we are  
15 in the process of taking a look at that. We'll take  
16 the existing island out and see what it was and put it  
17 back in. The change from what we're looking at today  
18 is the expansion part of it, and there are very small  
19 increases in velocity there. I don't know if that  
20 helps answer your question.

21 MS. HARRINGTON: It does. I'm just trying to

1 represent some of the concerns that I heard from the  
2 watermen, and I know that they would very much like to  
3 have assurances from the Corps and all of you who are  
4 experts in this that the areas that they fish and  
5 harvest will stay profitable for them.

6 MR. JOHNSON: At this point we're not seeing  
7 anything that would indicate any serious problems  
8 whatsoever. Certainly there are going to be changes.  
9 You can't put anything that big out there. It's going  
10 to redirect the flow, and it's going to vary. We are  
11 looking at a wide variety of situations. We're looking  
12 at normal floods, but we also have gone back 130 to 150  
13 years and added in all of the existing storms,  
14 nor'easters and hurricanes, and we're looking at  
15 those. We're modeling the project, the armoring of the  
16 project for those conditions. We're looking at  
17 everything around there with those conditions in mind.

18 This little map right here is also showing  
19 what is going on on the shoreline. If you get a  
20 chance, you might want to go over and take a look at  
21 that, but what this is indicating, this is the existing

1 wave energy on the shoreline without the project and  
2 then the lower line is with the project. We're  
3 reducing the wave height on the lee side of the island  
4 significantly, so you're getting protection there.

5 We're trying to broaden the view of  
6 everything that we're doing. We don't have anything  
7 completed yet, and some of it is still developmental.  
8 We don't necessarily have the capability to tell you  
9 where every grain of sand is going or where it's coming  
10 from. There is stuff moving up and down the bay all  
11 the time, but to this point we can assure the watermen  
12 that we're not seeing anything that is changing the  
13 conditions significantly.

14 MR. MENDELSON: My name is Mark Mendelsohn.  
15 If I could just add something about the watermen's  
16 concerns, we talked to Captain Russell Dize. As a  
17 result of one of his questions we brought in the  
18 alignment a little bit from 8-11. There was a little  
19 bit of concern, so the expansion will come in a little  
20 bit in one area. As far as the crabbing, we have been  
21 in contact with the Department of Natural Resources

1 about an area that would be opened up -- possibly  
2 opened up to them to replace the area that they would  
3 lose if the expansion project is being built. The last  
4 we heard it has been presented to the Tidal Fish  
5 Advisory Committee for consideration, and there haven't  
6 been any concerns. DNR will -- they bundled together a  
7 bunch of rule changes and regulations changes, and the  
8 way it looks right now, that will go in with those  
9 changes for public comment and public meetings. That's  
10 what we know about the watermen's situation.

11 MR. JOHNSON: Thank you, Mark. I completely  
12 forgot about that. That was a comment. We had a  
13 couple of meetings with the watermen specifically  
14 trying to get them to the table, and one of those  
15 comments was that this alignment got too close. It got  
16 within I don't know how many feet of the 10 foot  
17 contour they were concerned about. They felt that  
18 getting that close was going to cause problems for the  
19 oyster bar, so we literally pulled that back.

20 MS. HARRINGTON: What was their reaction to  
21 that? That seems okay to them?



1           MR. JOHNSON: We haven't had another meeting  
2 with them.

3           MS. HARRINGTON: You will hear from them  
4 tomorrow night.

5           MR. JOHNSON: I hope so. I'm not sure.  
6 They're hard to get to the table.

7           MS. HARRINGTON: Well, Russell Dize is very  
8 good about that. He is an officer in the watermen's  
9 association.

10          MR. JOHNSON: Mark talks to Russell as often  
11 as he will return his calls. We are trying very hard  
12 to address their concerns. I'm not sure we are ever  
13 going to make them 100 percent happy, but where we can  
14 we're trying to make adjustments.

15                 One of the adjustments for this alignment --  
16 well, originally when we went down to meet with the  
17 watermen, they said avoid this area here, so we moved  
18 this alignment down farther this way. At the next  
19 meeting when we went back to them, they said, no; you  
20 just moved it into an even better area, so we moved it  
21 back. So we're trying.

1 MS. HARRINGTON: It sounds like it.

2 MR. BERTHOLD: Could you explain a little bit  
3 about the nature of the armoring on the sand dike? Is  
4 that mainly for containing or erosion control? There  
5 was a mention in one of the brochures there have been  
6 two breaches. What are the effects of the breaches?  
7 Is it just erosion or is it leachate or what is the  
8 concern there?

9 MR. JOHNSON: Well, the nature of the  
10 armoring is we shape up a dike, a trapezoidal section.  
11 I'm not sure if we have a good view of it in the back  
12 there by Jane, but on the outside we put a layer of  
13 geotextile fabric and we put two layers of bedding  
14 stone and then we put two lawyers of armor stone  
15 ranging anywhere from 1,500 pound stone to 4,000 pound  
16 stone. Some of these armor stones are the size of a  
17 Volkswagen. They are big.

18 These are designed to withstand a 25-year  
19 return event storm, and that's one of the reasons why  
20 during Isabell that we did have breaches. We had a  
21 breach right in this area here and we had overtopping

1 in this area here. Even though we were upset about the  
2 breach and we had to rush out there and fix it, we were  
3 fairly pleased that that was the limited extent of the  
4 damage for a hurricane or a storm of Isabell's size.

5 That was as dangerous to us as it was to most  
6 of the locals because of the high water. What happened  
7 is it came over the top, it eroded the inside, which  
8 wasn't armored, eroded it from the inside out, and it  
9 collapsed.

10 What escapes from there? In the case of  
11 Isabell there was nothing inside either of those  
12 cells -- well, actually there was. I'm sorry. There  
13 was nothing in here, so nothing escaped other than  
14 maybe a little sand. Some dredged material had been  
15 placed in there, and we did some post-storm evaluations  
16 and couldn't find any indication that anything  
17 escaped. So we're pretty pleased with that and pretty  
18 comfortable with what we're doing out there.

19 Probably with the expansion -- I don't know  
20 if we will be designing to an Isabell level storm, but  
21 we're certainly going to incorporate that in. We're

1 going to be looking more at overtopping than the actual  
2 waves hitting the armor stone.

3 MR. McMANUS: Is the Maryland General  
4 Assembly involved in this whole process and all of the  
5 various agencies of the State of Maryland involved in  
6 this process?

7 MR. JOHNSON: All the state agencies, all the  
8 federal agencies -- let me back up a little bit. The  
9 existing Poplar Island project has what we call a  
10 Poplar Island working group, which is represented by a  
11 number of state and federal agencies, universities, a  
12 lot of other people that provide assistance and  
13 oversight to this project.

14 The dredged material management plan that we  
15 talked about is represented by all of the state and  
16 federal agencies, and so they are aware of everything  
17 that is going on there. The report itself, the project  
18 delivery team members included state and federal  
19 agencies. You say the General Assembly?

20 MR. McMANUS: Yes. This gentleman was  
21 talking about the need for money.

1           MR. JOHNSON: He's talking at the federal  
2 level. The Maryland State General Assembly is  
3 briefed. Nat, where are you? Help me out here. I'm  
4 sure they have been apprised.

5           MR. BROWN: They're generally apprised  
6 through what we call the executive committee, which is  
7 comprised of the heads of state agencies, and the EPA  
8 management apprises the General Assembly. The state  
9 pays 25% of the cost, so we do a cost share with the  
10 Federal Government on it.

11           MR. JOHNSON: Anything that we do, certainly  
12 when we enter into an agreement with the State of  
13 Maryland, the State Board of Public Works has to meet  
14 generally and approve any cost expenditure like that or  
15 any agreement of that nature. The dredged material  
16 management plan has an executive committee, which  
17 consists of the director of the Maryland Department of  
18 Transportation, the Maryland Department of Natural  
19 Resources, the Maryland Department of the Environment,  
20 the chief of engineers for Baltimore District, the  
21 chief of engineers for the Philadelphia District. So

1 there is an executive committee that is heavily  
2 represented from the state side.

3 MR. BROWN: In addition, Scott, we also  
4 report annually to the Maryland General Assembly during  
5 session on the progress of this project.

6 MR. JOHNSON: Just to conclude that, the  
7 answer to that is we do an awful lot of reporting to an  
8 awful lot of people. I think everybody is pretty well  
9 aware. Everybody within the state and federal agencies  
10 is pretty well aware of what we're doing. We're not  
11 keeping any secrets at all.

12 MR. BERTHOLD: As a layman and a newcomer to  
13 the town, it sounds like a very impressive, win-win  
14 solution. Congratulations on that.

15 One thing I want to ask the gentleman from  
16 the Parks Department, is the management of this after  
17 its completion within your purview or who does that?

18 MR. JOHNSON: The Corps of Engineers  
19 generally does not own projects that it constructs. We  
20 have a non-federal sponsor represented by the Maryland  
21 Port Administration -- actually it's the Department of

1 Transportation -- and typically what we will do when  
2 the project is completed is we turn it over to them for  
3 operation and maintenance.

4           This is not going to be completed for many,  
5 many years, so we really haven't gotten too serious  
6 about it, but there has been some general discussion  
7 about who will ultimately be maintaining it. One  
8 likely scenario would be the Maryland Department of  
9 Natural Resources because it is a remote island  
10 habitat, and that's the way it's intended to be.

11           You sound like a newcomer. I would recommend  
12 that you take a tour of the island. We can get you the  
13 name of our tour coordinator. As I said in the  
14 presentation, we had over 1,800 last year. Tours are  
15 already booked now through the end of September, but if  
16 it's just one or two people, a lot of times they can  
17 accommodate you with an existing group. It's a good  
18 tour. It takes a couple of hours.

19           MR. BERTHOLD: I was just wondering who was  
20 going to pick up the trash and that stuff later on.

21           MR. JOHNSON: That is a concern. That is an

1 issue that has to be worked out.

2 MR. TOWLE: As you go forward with developing  
3 the recreational and educational components, as the  
4 Director of Parks and Recreation, I guess I would like  
5 to hear from you folks what are some of the things that  
6 you've already kicked around as ideas.

7 MR. JOHNSON: We certainly want to continue  
8 the tours in some form or fashion while we're under  
9 construction and while we have folks out there. When  
10 we remove ourselves from the island, we were  
11 envisioning a more self-guided type like a walkway  
12 through a marsh, someplace where tour boats or  
13 somebody -- I'm not sure. We have to be careful  
14 because there is always danger associated with  
15 something like this, so we don't want to create an  
16 attractive nuisance. So it's going to have to be  
17 something that's controlled. Remember it's a remote  
18 wildlife habitat. We can't have people running  
19 willy-nilly throughout the island.

20 We already have over 100 species of birds  
21 identified out there. We've got 20 of them that are



1 nesting, some of them on the threatened list,  
2 endangered species, that kind of thing, and that's  
3 continuing to grow, so we can't interfere with that.  
4 That's the project purpose in the long run.

5           So what we would envision is possibly a  
6 location up in here where our new channel would be  
7 coming in. Maybe leave that channel there or something  
8 like that, have someplace where folks can get off, walk  
9 through a marsh, or have other interpretive-type stuff  
10 there, keep them fairly well isolated to the northern  
11 end, and leave all the rest of this for the wildlife.  
12 That would be one scenario.

13           We have a lot of researchers that want to get  
14 involved in this, so I think whatever we do we'll have  
15 to take into consideration the schools at all levels.  
16 We have a lot of school groups that go out there, but  
17 we have a lot of colleges and researchers that want to  
18 get involved out there. They see this as one big  
19 laboratory, and a lot of them are excited about it, so  
20 we're going to have to accommodate that somehow.

21           MR. TOWLE: Where are you currently parking

1 those folks and putting them so they can get on the  
2 boat?

3 MR. JOHNSON: We have a personnel pier right  
4 at this location right here, and that's where all our  
5 personnel come in. They generally come over from  
6 Tilghman Island, Knapps Narrows, and come out there.  
7 We require that anybody that visits the island check in  
8 with Maryland Environmental Services who are operating  
9 the site for us. For safety reasons they check in, and  
10 then they can either be escorted or depending on the  
11 relationship or the situation, some people are free to  
12 move about and others need to be escorted. It's a  
13 construction site. There is heavy equipment moving  
14 around out there. When dredged material comes in, it's  
15 just basically put in. It might look solid on the  
16 surface, but you can fall through. So there are  
17 numerous hazards out there, so we don't allow anybody  
18 out there at this point unescorted or at least without  
19 proper safety protocols.

20 That's what we're doing right now. All of  
21 that is generally coordinated through our tour

1 coordinator, either that or through the Maryland Port  
2 Administration, Maryland Environmental Services, or the  
3 Corps of Engineers. We do a lot of environmental  
4 monitoring out there and water quality monitoring all  
5 the time, so we have people that are out there as part  
6 of the project doing work as well. We also have people  
7 out there doing submerged aquatic vegetation work.  
8 They work with diamondback terrapins. There is always  
9 something going on, vegetation, whatever. I don't know  
10 if that answers your question.

11 MR. TOWLE: Yes, it does. We have a site  
12 adjacent to that one that has an overlook that you can  
13 see, and there are lots of things educationally from  
14 that point that the County as I look down the road as  
15 the project becomes complete could coordinate with DNR  
16 and with other agencies. I'm just asking what you had  
17 envisioned.

18 MR. JOHNSON: We would really like to hear  
19 from you, particularly you and the public, because  
20 we're trying to open it up. We're trying to keep it  
21 within the project purpose. We have had people that

1 have requested to put a lighthouse out there, a Sharps  
2 Island lighthouse, which is kind of expensive, so I  
3 don't think that's something that -- I don't see as  
4 much recreational value to that to warrant the expense,  
5 but maybe if the community wants that, it's something  
6 that could be put out there, but again it is an  
7 attractive nuisance for whoever has to manage it.

8 We've got to look at all of those things to  
9 see what we can do, but we're more than willing to work  
10 with you on that, listen to any ideas. We have some,  
11 but they're just general right now.

12 MS. HARRINGTON: What was the name of the  
13 facility for the record that he was talking about?

14 MR. TOWLE: The area that I'm thinking of  
15 apparently used to be I believe from what I've read a  
16 federal site that the County eventually acquired. It's  
17 called Back Creek Park, and Back Creek Park currently  
18 has an overlook that overlooks the bay and has a  
19 sandbar and has some areas that people come in and out  
20 of with kayaks and other access points currently and is  
21 part of the Tilghman Island kayak trail that goes out

1 and around.

2 MR. JOHNSON: One thing I would like to  
3 mention in that regard, the entire eastern side of this  
4 island is going to be marsh, and part of the plan is to  
5 take those dikes out and have full tidal exchange.  
6 That's down the road. Right now we're using pipes  
7 because this is all new and we have to demonstrate  
8 that, number one, we can create the marshes and, number  
9 two, good water quality is there and we don't have  
10 erosion. We're starting to demonstrate that.  
11 Eventually we will open up those dikes. If somebody  
12 comes out in a kayak, unless we're doing some kind of  
13 construction activity, they would be free to move in  
14 and out of those marshes.

15 Part of the presentation that we talked  
16 about, one of the proposals was to put an embayment in  
17 there and replace some of the wetlands with just open  
18 water. Again, that is an issue that we need to talk  
19 about from accessibility. Are we going to open that up  
20 for watermen? Are we going to open that up for the  
21 public? Are we going to have trash problems in that

1 area? That's again way in the future at this point.

2 Other questions? We're going to be here  
3 after this meeting, so just come on up.

4 MR. BERTHOLD: This is the tour thing?

5 MR. JOHNSON: This is Chrissy Albanese. This  
6 is the tour coordinator. She can give you all the  
7 details, make the arrangements. She can tell you where  
8 to go, give you maps, anything you would possibly need  
9 or she can come to your location and give  
10 presentations. She does that fairly frequently. She  
11 goes out to school groups and other groups and makes  
12 presentations as well.

13 MR. BERTHOLD: Are you out of Baltimore?

14 MR. JOHNSON: I'm out of Baltimore, but  
15 Chrissy is on the island full time. Maryland  
16 Environmental Services has about 28 people out there  
17 full time, so we're providing to the local economy here  
18 as well. We have 28 full-time people out there working  
19 on the site including Chrissy. There is a bus on the  
20 island. We can handle up to probably comfortably 25,  
21 and typically they will have water and soda and things

1 like that out there. We have not the greatest  
2 facilities, but they're not bad either. There are  
3 toilet facilities and picnic areas and things like  
4 that.

5           Anybody else? We will be sticking around  
6 here. We're going to be breaking things down. We've  
7 got to go all the way back to Baltimore and beyond  
8 tonight, but we will be happy to stay around here as  
9 long as you want to stick around and take a look at the  
10 boards, ask questions. Hopefully we have enough people  
11 who can answer just about anything you throw at us.

12           With that, that concludes our public  
13 meeting. Thank you all for coming.

14           (Whereupon at 7:55 p.m. the meeting was  
15 concluded.)

16

17

18

19

20

21

<p style="text-align: center;"><b>A</b></p> <p><b>ability</b> 13:12  <b>able</b> 24:8 28:3 34:6  <b>about</b> 2:1 3:10,12 7:15  9:13 10:3,4 13:14  25:19 31:2,10 36:15  37:1,10,12,17 38:8  39:3 40:1 41:15,21  44:6,7 46:19 47:12  49:13 50:16,19 51:16  52:11  <b>above-captioned</b> 1:6  <b>accept</b> 19:5  <b>acceptance</b> 8:19  <b>accepting</b> 17:1 18:3  <b>access</b> 10:13,20 49:20  <b>accessibility</b> 15:5 50:19  <b>accommodate</b> 8:9  44:17 46:20  <b>accumulated</b> 30:13  <b>achieve</b> 14:15  <b>achieving</b> 13:9  <b>acknowledging</b> 26:18  <b>acquired</b> 49:16  <b>acre</b> 14:3 16:15 19:2  <b>acres</b> 9:8,13,16 12:11  <b>Act</b> 4:14 7:13  <b>action</b> 5:1,4,5,6 6:2,12  7:5 12:7,9  <b>actions</b> 5:7 7:14 8:16  10:5,6,9,18  <b>active</b> 24:4  <b>activities</b> 10:4,21 25:9  <b>activity</b> 50:13  <b>actual</b> 23:1 41:1  <b>actually</b> 40:12 43:21  <b>add</b> 36:15  <b>added</b> 35:13  <b>adding</b> 14:18  <b>addition</b> 8:21 15:17  16:5 33:3 43:3  <b>additional</b> 4:10 6:7 8:3  8:11 14:17 15:1 16:2  16:3 18:8,17 19:11  27:2  <b>address</b> 10:8,9 21:5  23:11 25:13,19 38:12  <b>addressed</b> 2:18  <b>adds</b> 12:21 14:8  <b>adjacent</b> 48:12  <b>adjustments</b> 38:14,15  <b>Administration</b> 3:7  21:14,20 22:1 43:21  48:2  <b>Advisory</b> 37:5  <b>aesthetics</b> 15:11  <b>affiliation</b> 21:11  <b>after</b> 4:5 17:15 43:16  51:3  <b>again</b> 31:5 49:6 50:18</p>	<p>51:1  <b>agencies</b> 3:7 7:3 14:20  17:16 18:2 19:21  41:5,7,8,11,16,19  42:7 43:9 48:16  <b>agency</b> 5:21  <b>ages</b> 18:12  <b>ago</b> 27:21  <b>agreement</b> 42:12,15  <b>air</b> 5:10  <b>Albanese</b> 51:5  <b>alignment</b> 11:4,16,18  13:21 19:2 36:18  37:15 38:15,18  <b>alignments</b> 11:2  <b>allow</b> 8:11 24:21 47:17  <b>allowing</b> 3:15  <b>alone</b> 26:7  <b>along</b> 3:6 27:9  <b>already</b> 2:11 9:17  44:15 45:6,20  <b>alternative</b> 12:7,8,8,10  12:16,17,21 13:6,10  14:2,3,6,8,12,16  15:13 16:15,15  <b>alternatives</b> 5:4 6:11  12:5 15:12 16:13  <b>always</b> 24:10 45:14  48:8  <b>America</b> 9:4  <b>amount</b> 26:12  <b>analysis</b> 7:2  <b>analyzes</b> 5:5  <b>anecdotal</b> 34:13  <b>angle</b> 27:8  <b>Anne</b> 20:21  <b>Anne's</b> 20:20  <b>annually</b> 43:4  <b>another</b> 38:1  <b>answer</b> 4:4 24:16 30:18  34:20 43:7 52:11  <b>answers</b> 32:14 48:10  <b>anybody</b> 22:8,8,9 23:14  24:14 47:7,17 52:5  <b>anything</b> 23:3 33:17  35:7,9 36:6,12 40:16  42:11 51:8 52:11  <b>anywhere</b> 39:15  <b>apparently</b> 49:15  <b>appreciate</b> 24:12  <b>apprised</b> 42:4,5  <b>apprises</b> 42:8  <b>approach</b> 16:8 17:7,17  17:20 19:6 21:9  <b>appropriated</b> 26:6  <b>appropriations</b> 26:5  <b>approve</b> 42:14  <b>approximately</b> 12:14  17:10  <b>aquatic</b> 5:10 19:18</p>	<p>48:7  <b>area</b> 10:14,20 11:8  13:17 22:13,18 23:6  23:8,10 25:19 29:7  31:4 32:3 33:17  36:20 37:1,2 38:17  38:20 39:21 40:1  49:14 51:1  <b>areas</b> 10:16 18:8 24:2,4  31:7,7,8 32:5 35:4  49:19 52:3  <b>argument</b> 29:16  <b>armor</b> 39:14,16 41:2  <b>armored</b> 31:14 40:8  <b>armoring</b> 35:15 39:3  39:10  <b>Army</b> 3:5 22:2  <b>around</b> 8:13 11:8 32:3  33:17 35:17 45:6  47:14 50:1 52:5,8,9  <b>arrangements</b> 51:7  <b>Arundel</b> 20:21  <b>asked</b> 4:9 26:10  <b>asking</b> 48:16  <b>Assembly</b> 41:4,19 42:2  42:8 43:4  <b>assessment</b> 4:21  <b>assessments</b> 12:9  <b>assistance</b> 41:12  <b>assists</b> 5:7  <b>associated</b> 6:2 13:11  15:7 45:14  <b>association</b> 38:9  <b>assumptions</b> 7:11  <b>assurances</b> 35:3  <b>assure</b> 36:11  <b>attendance</b> 21:7  <b>attended</b> 2:12 32:17  33:6  <b>attending</b> 2:13  <b>attention</b> 9:6 21:6  <b>attracted</b> 9:5  <b>attractive</b> 45:16 49:7  <b>attracts</b> 9:18  <b>August</b> 20:12 21:4  <b>authorized</b> 7:10,12  8:20 17:3,21  <b>available</b> 20:8 26:2  <b>avoid</b> 33:9 38:17  <b>award</b> 9:5  <b>aware</b> 27:10 41:16 43:9  43:10  <b>away</b> 24:5  <b>awful</b> 43:7,8</p> <p style="text-align: center;"><b>B</b></p> <p><b>back</b> 13:18 34:17 35:12  37:19 38:19,21 39:11  41:8 49:17,17 52:7  <b>bad</b> 52:2</p>	<p><b>Baltimore</b> 3:6 8:1 16:8  17:5 25:2,4 28:12  29:10 42:20 51:13,14  52:7  <b>bar</b> 37:19  <b>Barren</b> 8:12  <b>bars</b> 11:9 33:9,13,18  <b>based</b> 6:19 7:10 12:2  18:1  <b>basically</b> 47:15  <b>bay</b> 9:17 10:19 15:16  23:2 36:10 49:18  <b>become</b> 9:3  <b>becomes</b> 48:15  <b>bedding</b> 39:13  <b>beds</b> 33:4  <b>before</b> 1:9 10:3 30:21  <b>begin</b> 3:9  <b>beginning</b> 8:2 20:8  <b>begins</b> 5:19  <b>being</b> 9:9 10:10 12:19  16:12 34:4 37:3  <b>believe</b> 14:14 27:20  34:11 49:15  <b>beneficial</b> 8:11 9:3 13:3  22:3  <b>benefits</b> 12:3 15:9,21  <b>BERTHOLD</b> 13:14  14:1 31:3,17 32:7  39:2 43:12 44:19  51:4,13  <b>best</b> 29:17 30:20 34:3,6  <b>better</b> 4:16 14:14 38:20  <b>between</b> 13:2 22:18  23:1  <b>beyond</b> 29:20 52:7  <b>big</b> 24:10 35:9 39:17  46:18  <b>biggest</b> 22:15 23:2  <b>bill</b> 26:6  <b>bird</b> 15:1 16:2 18:7  <b>birds</b> 9:19 45:20  <b>bit</b> 36:18,19,20 39:2  41:8  <b>Blackwater</b> 8:13  <b>blanks</b> 30:2  <b>blue</b> 14:21 17:2  <b>board</b> 25:14 34:3 42:13  <b>boards</b> 52:10  <b>boat</b> 29:19 47:2  <b>boater</b> 22:13  <b>boaters</b> 22:16 29:14  <b>boats</b> 45:12  <b>booked</b> 44:15  <b>borrow</b> 10:14,15,20  23:6 26:11,13 31:6,7  31:8  <b>borrowing</b> 31:4  <b>both</b> 8:18 15:12  <b>bottom</b> 10:19 15:16</p>	<p>26:14  <b>branch</b> 20:18,19  <b>brand</b> 23:8  <b>breach</b> 39:21 40:2  <b>breaches</b> 39:6,6,20  <b>breaking</b> 52:6  <b>breakwaters</b> 15:1  <b>bridge</b> 13:2 23:8  <b>briefed</b> 42:3  <b>bring</b> 24:19  <b>broaden</b> 36:5  <b>brochures</b> 39:5  <b>brought</b> 28:15 36:17  <b>Brown</b> 21:13,17,18,19  42:5 43:3  <b>budget</b> 26:4 28:16  <b>budgetary</b> 30:2  <b>budgeting</b> 29:9  <b>Budgets</b> 28:17  <b>build</b> 31:8  <b>building</b> 32:6  <b>built</b> 34:12 37:3  <b>bulkhead</b> 10:15  <b>bunch</b> 37:7  <b>bundled</b> 37:6  <b>bus</b> 51:19</p> <p style="text-align: center;"><b>C</b></p> <p><b>C</b> 17:7,18,21 19:7  <b>call</b> 41:9 42:6  <b>called</b> 28:16 49:17  <b>calls</b> 38:11  <b>came</b> 40:7  <b>Canal</b> 17:7,18,21 19:7  <b>canoe</b> 24:1  <b>capability</b> 36:8  <b>capacity</b> 8:2,10 9:12  12:3,12 13:1 14:9  16:7 20:2  <b>Captain</b> 36:16  <b>capture</b> 32:13,15  <b>card</b> 30:20  <b>careful</b> 45:13  <b>Carol</b> 1:9,21  <b>case</b> 40:10  <b>cause</b> 37:18  <b>caused</b> 33:19  <b>causing</b> 27:2  <b>CD</b> 21:1  <b>cell</b> 10:12 14:5  <b>cells</b> 10:17 12:21 14:8  16:18 19:5 40:12  <b>center</b> 34:5  <b>certain</b> 34:8  <b>certainly</b> 30:18 31:1  35:8 40:21 42:11  45:7  <b>challenges</b> 13:10  <b>chance</b> 35:20  <b>change</b> 15:18 34:1,17</p>
---	---	---	---	--



**changed** 7:10  
**changes** 25:15 35:8  
 37:7,9  
**changing** 36:12  
**channel** 10:13,20 23:1  
 23:6,7,9 25:20 26:2,4  
 26:5,9,12,15,20 27:7  
 27:10,14 46:6,7  
**channels** 8:1,20 16:8  
 17:2,2,4,7,11,18,20  
 19:6  
**chart** 5:18  
**cheapest** 31:15  
**check** 47:7,9  
**Chesapeake** 9:17  
**chief** 25:3 42:20,21  
**choose** 3:20  
**Choptank** 23:2  
**Chrissy** 51:5,15,19  
**citizens** 11:7 18:13  
**Clayborn** 29:2  
**close** 10:12 17:13 24:3  
 37:15,18  
**CNN** 9:7  
**Coaches** 16:5  
**Coastal** 9:4  
**collapsed** 40:9  
**colleague** 3:18  
**colleges** 46:17  
**combination** 11:19  
 19:4  
**combined** 16:16  
**come** 8:14 30:16 36:19  
 47:5,5,6 49:19 51:3,9  
**comes** 27:7 29:20 30:15  
 47:14 50:12  
**comfortable** 40:18  
**comfortably** 51:20  
**coming** 28:6 32:10 36:9  
 46:7 52:13  
**commencing** 1:9  
**comment** 1:3 3:12 6:4  
 6:14 20:8,9,12 21:12  
 37:9,12  
**comments** 3:13,17 4:8  
 6:16,19 21:3,8 32:19  
 37:15  
**commerce** 29:4,5,11,15  
 30:1,15  
**commercial** 23:7 30:15  
**committee** 37:5 42:6,16  
 43:1  
**common** 22:18  
**community** 2:10 9:19  
 18:12 49:5  
**complete** 8:16 10:5  
 18:21 48:15  
**completed** 5:14 7:18,19  
 10:2 36:7 44:2,4  
**completely** 37:11

**completion** 43:17  
**complexity** 14:19  
**comply** 7:14  
**component** 16:21  
**components** 9:1 10:1  
 18:14,17 45:3  
**comprehensive** 7:20  
**comprised** 42:7  
**Conant** 3:18  
**concern** 36:19 39:8  
 44:21  
**concerned** 32:20 37:17  
**concerns** 2:14,17 11:6  
 18:1 19:20 35:1  
 36:16 37:6 38:12  
**conclude** 43:6  
**concluded** 4:2 52:15  
**concludes** 24:15 52:12  
**conclusion** 4:5  
**conditions** 7:11 35:16  
 35:17 36:13  
**conducted** 11:10  
**configuration** 33:2  
**Congratulations** 43:14  
**Congress** 7:16  
**Congressional** 30:6  
**Congressman** 30:6  
**consequences** 5:6 6:11  
**consider** 8:19,21  
**consideration** 37:5  
 46:15  
**considerations** 12:4  
 15:6  
**considered** 5:9 11:4,5  
 17:6,9 18:9  
**considering** 18:2 19:10  
**consistency** 19:19  
**consistent** 16:10 18:15  
 19:17  
**consists** 12:10 42:17  
**construct** 19:2 31:13  
**constructed** 15:2  
**constructing** 10:14  
**construction** 9:14,21  
 10:16 15:20 31:10,15  
 33:12 45:9 47:13  
 50:13  
**constructs** 43:19  
**consultation** 17:16  
**contact** 30:21 36:21  
**containing** 39:4  
**continually** 31:5  
**continuation** 18:6  
**continue** 12:14 45:7  
**continued** 21:15  
**continues** 18:11  
**continuing** 16:18 46:3  
**contour** 37:17  
**control** 39:4  
**controlled** 45:17

**coordinate** 48:15  
**coordinated** 47:21  
**coordination** 4:17  
**coordinator** 44:13 48:1  
 51:6  
**copy** 4:8  
**Corps** 2:8,9,14 3:5,6  
 7:19 8:5 22:2 25:2  
 32:18 33:6 35:3  
 43:18 48:3  
**cost** 11:6 31:11 42:9,9  
 42:14  
**council** 2:6,8  
**county** 1:7 2:6 20:18,19  
 20:20,21 22:12 23:17  
 23:20 27:12 29:3  
 48:14 49:16  
**couple** 37:13 44:18  
**Coupled** 12:19 14:7  
**court** 3:13 21:10  
**coverage** 9:7  
**crabbing** 36:20  
**create** 27:14 45:15 50:8  
**creation** 12:17 13:11  
**Creek** 49:17,17  
**critical** 29:12  
**cubic** 9:11 12:13,21  
 14:8 17:10 28:7  
 31:13  
**cultural** 5:11 15:10  
**current** 22:17,20 25:15  
 26:3 33:1 34:8  
**currently** 8:20 12:13  
 17:3,11 26:2 46:21  
 49:17,20  
**currents** 27:8 33:21  
 34:1  
**cycles** 34:9

### D

**D** 17:7,18,21 19:7  
**damage** 40:4  
**danger** 45:14  
**dangerous** 40:5  
**dark** 13:15  
**data** 17:15 30:13  
**date** 14:14  
**days** 6:14  
**December** 20:13  
**decision** 4:17 6:21 7:1  
 20:14  
**decisions** 5:8  
**deemed** 16:11  
**deep** 11:9 25:3 28:11  
**degree** 27:7  
**delegation** 30:6  
**delivery** 41:18  
**demonstrate** 50:7,10  
**Department** 36:21  
 42:17,18,19 43:16,21

44:8  
**depending** 47:10  
**Derrick** 25:6  
**design** 14:17 16:19  
 19:12  
**designated** 14:6  
**designed** 39:18  
**designing** 40:20  
**desk** 4:12  
**destroy** 33:4  
**detail** 10:7  
**detailed** 12:5  
**details** 51:7  
**determine** 11:12  
**determined** 17:17  
**develop** 19:7  
**developed** 34:4  
**developing** 32:4 33:15  
 45:2  
**development** 7:13 34:5  
**developmental** 36:7  
**diamondback** 48:8  
**different** 28:10  
**difficult** 29:15 30:4  
**dike** 10:16,17 11:20  
 39:3,10  
**dikes** 31:8,11,14 50:5  
 50:11  
**director** 23:16 42:17  
 45:4  
**disband** 33:3  
**discharge** 10:14  
**discount** 27:16  
**discussed** 10:7  
**discussion** 44:6  
**distance** 26:11  
**District** 3:6 25:3,4  
 42:20,21  
**disturb** 33:3  
**disturbance** 10:19  
**diverse** 9:19  
**diversity** 14:18  
**Dize** 36:16 38:7  
**DMMP** 8:6 16:7  
**DNR** 37:6 48:15  
**document** 4:7 5:3 6:1  
 7:9 10:9  
**documented** 5:1  
**documents** 5:3 7:1  
**doing** 5:6 32:2 36:6  
 40:18 43:10 47:20  
 48:6,7 50:12  
**dollars** 27:17 28:14  
**done** 23:4,12 28:9  
**dot** 13:18  
**Dover** 1:8  
**down** 9:13 28:8 29:13  
 29:20 31:1 34:5  
 36:10 38:16,18 48:14  
 50:6 52:6

### E

**draft** 3:10 6:9,13,15,17  
 6:19 18:21 19:16  
 20:7 25:4 28:11,20  
 29:12  
**dredge** 23:4  
**dredged** 7:19,21 8:19  
 9:4,11 10:15 12:3,13  
 13:11,13 16:6 17:1,6  
 17:19 19:5 22:4  
 27:20 28:6 40:14  
 41:14 42:15 47:14  
**dredging** 10:13 26:7,8  
 27:15  
**during** 6:16 33:11 34:8  
 39:20 43:4

**environment** 4:16  
42:19  
**environmental** 1:1 3:3  
4:14,21 5:2,5,9,16  
6:11 7:6 11:5 12:2  
14:17 15:10 16:19  
19:11 20:17 22:5  
25:8,9 47:8 48:2,3  
51:16  
**environmentally** 5:8  
12:16 13:5 16:14  
22:3  
**envision** 46:5  
**envisioned** 48:17  
**envisioning** 45:11  
**EPA** 42:7  
**equipment** 47:13  
**ER** 22:12  
**eroded** 9:12 40:7,8  
**erosion** 16:5 20:1 39:4  
39:7 50:10  
**escaped** 40:13,17  
**escapes** 40:10  
**escorted** 47:10,12  
**essentially** 15:13  
**evaluate** 6:1 8:17 10:21  
16:18  
**evaluated** 8:8 11:18  
15:11 16:13 17:1  
**evaluates** 5:4 6:9  
**evaluating** 20:2  
**evaluation** 7:21 8:6  
15:4 17:15  
**evaluations** 40:15  
**even** 38:20 40:1  
**evening** 2:4 3:1 21:17  
24:15  
**event** 39:19  
**eventually** 49:16 50:11  
**ever** 38:12  
**every** 27:6 28:12,14  
36:9  
**everybody** 2:4 43:8,9  
**everybody's** 28:8  
**everyone** 3:15  
**everything** 23:9 35:17  
36:6 41:16  
**evidence** 23:3  
**excellent** 30:8  
**exchange** 50:5  
**excited** 46:19  
**executive** 42:6,16 43:1  
**existing** 7:11,18 8:6,17  
9:2 10:1,5 11:3,13  
12:10,12,20 13:7,16  
13:19,20 14:7,12,14  
16:10,17 17:15 19:1  
19:5,20,21 26:1  
33:19 34:16 35:13,21  
41:9 44:17

**expand** 11:2  
**expansion** 5:15 8:7,9  
8:18 10:3,21 11:14  
11:19 12:1,2,19  
13:16,18,21 14:4  
15:12,17,21 16:6,9  
16:16 22:5 24:19  
27:2 33:19 34:18  
36:19 37:3 40:19  
**expenditure** 42:14  
**expense** 49:4  
**expensive** 49:2  
**experience** 23:20  
**expertise** 24:18  
**experts** 35:4  
**explain** 4:13 30:19 39:2  
**explore** 24:2,9  
**expressed** 18:1  
**extend** 20:12  
**extended** 15:20  
**extends** 13:1 14:9  
**extensive** 11:14  
**extent** 6:4 40:3  
**extraordinary** 23:20

---

**F**


---

**fabric** 39:13  
**facilities** 52:2,3  
**facility** 49:13  
**fact** 8:5  
**factors** 5:9 11:6  
**fairly** 33:14 40:3 46:10  
51:10  
**fall** 11:11 47:16  
**far** 33:17 36:20  
**farther** 38:18  
**fashion** 45:8  
**fathom** 24:10  
**favor** 22:14  
**features** 14:17,20 15:3  
16:19 19:12  
**federal** 4:15,19 5:20,21  
7:3,5 14:20 17:16  
26:9,15 41:8,11,16  
41:18 42:1,10 43:9  
49:16  
**feedback** 33:5  
**feel** 27:17  
**feet** 37:16  
**felt** 37:17  
**few** 5:12 24:19 28:7  
**fighting** 28:13  
**fill** 27:10  
**filled** 30:2  
**filling** 23:9  
**fills** 27:3 31:5  
**fill-in** 31:4  
**final** 6:20,20 7:1 20:13  
**finally** 8:21  
**find** 40:16

**first** 4:13 8:6,16 11:1  
12:7 20:10 21:12  
25:1,13 30:13 32:21  
**fiscal** 26:3  
**fish** 9:19 16:3 35:4 37:4  
**five** 3:17 18:20 27:6  
**fix** 40:2  
**flooding** 22:20  
**floods** 35:12  
**floor** 4:2 21:7  
**flow** 26:19 34:1 35:10  
**folks** 24:13 45:5,9 46:8  
47:1  
**follow** 20:14  
**followed** 3:11 20:6  
**following** 6:14 21:21  
**foot** 10:17 12:20 14:7  
16:17 19:4 37:16  
**footprint** 9:12 14:3  
15:16  
**footprints** 15:11  
**forget** 31:11  
**forgot** 37:12  
**form** 45:8  
**formal** 3:9,14,17 4:1,5  
21:8 24:15  
**forward** 26:7 45:2  
**four** 27:6  
**fourth** 6:8  
**free** 21:1 47:11 50:13  
**frequently** 4:9 27:4  
51:10  
**from** 2:10,13 3:21 6:19  
7:8,14 8:19 10:15,18  
15:18 16:5 17:1,4,7  
17:11,17,20 18:3  
19:6 21:1 26:20 28:6  
33:5,6,6 34:2,17 35:1  
35:3 36:10,18 38:3  
39:15 40:8,10 43:2  
43:15 45:5,10 47:5  
48:13,19 49:15 50:19  
**front** 24:19  
**full** 50:5 51:15,17  
**fully** 10:8  
**full-time** 51:18  
**fund** 28:18  
**funded** 28:12  
**funding** 27:15 30:4  
**funds** 26:2  
**further** 15:3 24:5  
**future** 19:8 24:8 30:10  
51:1  
**FY06** 26:4

---

**G**


---

**gap** 13:2  
**gave** 32:18,19  
**general** 3:2 7:5 20:16  
28:20 32:7,10,11

41:3,19 42:2,8 43:4  
44:6 49:11  
**generally** 6:16 24:4  
28:12 42:5,14 43:19  
47:5,21  
**generation** 13:3  
**generations** 24:8  
**gentleman** 41:20 43:15  
**gentlemen** 21:18  
**geographic** 11:17  
**geographically** 11:1  
**geological** 31:19  
**geotechnical** 25:5  
**geotextile** 39:13  
**gets** 30:2  
**getting** 2:1 27:15 29:20  
36:4 37:18  
**Gilcrest** 30:7  
**give** 7:4 32:14 51:6,8,9  
**glad** 2:6  
**go** 8:20 24:1,1 29:6  
35:20 37:8 45:2  
46:16 51:8 52:7  
**goal** 4:16  
**goes** 23:1 49:21 51:11  
**going** 2:19 5:19 23:4,18  
24:11,19 25:18 27:9  
35:8,9,10,19 36:9  
37:18 38:13 40:21  
41:1,17 44:4,20  
45:16 46:20 48:9  
50:4,19,20,21 51:2  
52:6  
**gone** 35:12  
**good** 2:4,6 3:1 21:17  
32:14 38:8 39:11  
44:17 50:9  
**gotten** 27:11 44:5  
**Government** 42:10  
**grain** 36:9  
**graphic** 34:3  
**graphics** 34:6  
**great** 9:20 24:9 33:8  
**greater** 13:6  
**greatest** 52:1  
**green** 13:15,15  
**group** 41:10 44:17  
**groups** 11:12 18:12  
46:16 51:11,11  
**grow** 18:11 46:3  
**GRR** 7:9,14  
**guess** 26:21 45:4  
**guidance** 8:5

---

**H**


---

**H** 21:19  
**habitat** 9:9,10,15,17  
10:19 11:21 12:18,19  
14:4,6,11 15:3,15,15  
15:16 16:2,3 18:16

19:3,3,19 44:10  
45:18  
**habitats** 14:19 16:11  
24:5  
**half** 9:9  
**handle** 13:12 32:1,4  
51:20  
**happened** 40:6  
**happening** 33:16  
**happier** 28:8  
**happy** 33:1 38:13 52:8  
**harbor** 16:2 17:5 20:1  
29:1,2,10 30:16 32:5  
**harbors** 29:20  
**hard** 38:6,11  
**harder** 24:6  
**Harlan** 25:7  
**Harrington** 2:4,5 26:18  
32:17 33:10,21 34:21  
37:20 38:3,7 39:1  
49:12  
**harvest** 33:4 35:5  
**Having** 32:17  
**hazards** 47:17  
**heads** 42:7  
**hear** 2:7,10,16,20,21  
38:3 45:5 48:18  
**heard** 3:21 30:14 35:1  
37:4  
**heavily** 30:5 43:1  
**heavy** 47:13  
**height** 36:3  
**heights** 11:20  
**held** 2:11 6:16  
**help** 16:6 30:11,11 42:3  
**helps** 9:16 34:20  
**high** 40:6  
**him** 30:21  
**historic** 9:12  
**hitting** 41:2  
**holding** 20:9  
**hope** 2:5 32:4,14 38:5  
**Hopefully** 52:10  
**hours** 44:18  
**House** 26:5  
**hundred** 28:7  
**hundreds** 31:14  
**hurricane** 40:4  
**hurricanes** 35:14

---

**I**


---

**ideas** 45:6 49:10  
**identified** 8:2 15:14  
16:7 25:14 27:13  
31:7 45:21  
**identify** 6:5 24:20 32:2  
**illustrates** 5:18  
**impact** 3:4 4:21 5:2,16  
7:7 10:18 12:9 20:17  
**impacts** 6:1 10:8 15:7,8

15:13,14,19  
**implementation** 18:18  
**important** 4:7 13:8  
 16:9 24:11 29:14  
 32:12  
**impressive** 43:13  
**include** 5:10 10:12  
 14:20 15:21 19:18  
 29:2  
**included** 10:10 12:9  
 18:11,19 28:21 41:18  
**includes** 4:19 28:21  
**including** 9:7,19 10:16  
 15:4,9 19:12 51:19  
**incorporate** 40:21  
**incorporation** 16:20  
 18:16 19:11  
**increase** 27:18 34:8,10  
 34:12  
**increased** 22:17,20  
 34:14  
**increases** 34:19  
**indicate** 3:18 33:18  
 35:7  
**indicated** 17:2,5,8  
**indicating** 35:21  
**indication** 40:16  
**individually** 4:6  
**inflows** 13:13  
**information** 4:10 7:4  
 34:14  
**initially** 11:4  
**input** 11:15 19:13  
**inside** 40:7,8,11  
**Instead** 10:8  
**insure** 33:12  
**integration** 18:7  
**intended** 44:10  
**intent** 5:20 6:18 20:5  
**interest** 3:15 11:12  
 19:15  
**interested** 2:20 18:12  
**interesting** 30:12  
**interfere** 46:3  
**interpretive** 18:7  
**interpretive-type** 46:9  
**introduce** 4:3 21:13  
**investment** 28:19  
**invited** 6:3  
**involved** 41:4,5 46:14  
 46:18  
**Isabell** 39:20 40:11,20  
**Isabell's** 40:4  
**island** 1:1 2:12 3:2 5:13  
 5:15 7:5,11 8:7,9,12  
 8:18,21 9:9,12,15,17  
 9:18 11:2,8 16:1,4,5  
 17:4,10,12,13,19  
 18:1,6,10,16,21 19:5  
 19:7,9,19 20:15

21:16 22:4,6,14,16  
 22:19,19 24:18,18  
 25:11,11 27:1 29:1,2  
 33:1,19 34:13,16  
 36:3 41:9,10 44:9,12  
 45:10,19 47:6,7 49:2  
 49:21 50:4 51:15,20  
**Islands** 8:12  
**isolated** 46:10  
**issue** 45:1 50:18  
**issued** 20:13  
**issues** 6:5 31:2

## J

**James** 8:12  
**Jane** 39:12  
**January** 4:15 20:6  
**Jeff** 25:3,18 26:16 27:3  
 30:19,21  
**Jefferson** 16:4  
**Jennifer** 25:7  
**Johnson** 2:1 3:1,4  
 13:17 14:2 22:7  
 23:11 24:14 26:14,21  
 27:16 28:1,10 30:8  
 30:17 31:6,19 32:9  
 33:8,11 34:2 35:6  
 37:11 38:1,5,10 39:9  
 41:7 42:1,11 43:6,18  
 44:21 45:7 47:3  
 48:18 50:2 51:5,14  
**Joyce** 3:18  
**July** 1:7  
**June** 20:5,7,8  
**just** 23:5,21 24:12  
 27:13,14 28:3,10  
 32:11 34:21 36:15  
 38:20 39:7 43:6  
 44:16,19 47:15 48:16  
 49:11 50:17 51:3  
 52:11

## K

**K** 22:12  
**kayak** 24:1 49:21 50:12  
**kayaks** 49:20  
**keep** 16:7 23:6 46:10  
 48:20  
**keeping** 43:11  
**key** 21:15 30:2  
**kicked** 45:6  
**kind** 46:2 49:2 50:12  
**Knapps** 22:21 25:17,20  
 26:19 27:3 28:21  
 47:6  
**know** 2:13,14 29:6,17  
 30:1 34:19 35:2  
 37:10,16 40:19 48:9  
**knowledgeable** 25:18  
**knows** 2:15

## L

**L** 21:19  
**laboratory** 46:19  
**ladies** 21:17  
**lands** 4:19  
**last** 27:20 37:3 44:14  
**lasting** 3:10  
**later** 4:3 44:20  
**lateral** 11:16,18,19  
 12:1,2,19 14:4 15:17  
 16:16 19:2  
**laterally** 8:18  
**law** 4:15 17:12  
**lawyers** 39:14  
**layer** 39:12  
**layers** 39:13  
**layman** 43:12  
**leachate** 39:7  
**learn** 30:12  
**least** 24:20 47:18  
**leave** 30:21 46:7,11  
**led** 11:15 12:5  
**lee** 36:3  
**let** 4:13 7:4 13:18 41:8  
**level** 40:20 42:2  
**levels** 46:15  
**Library** 1:8 20:18,19  
 20:21,21 21:1  
**lieu** 15:2  
**life** 13:1 14:9 28:8  
**light** 6:10 13:15  
**lighthouse** 49:1,2  
**like** 2:3 10:4 19:13  
 21:13,21 22:9 23:14  
 24:21 27:17 29:2,10  
 30:6 35:2 39:1 42:14  
 43:13 44:11 45:4,11  
 45:15 46:8 48:18  
 50:2 52:1,3  
**likely** 44:8  
**lime** 13:15  
**limit** 3:17  
**limited** 40:3  
**Lincoln** 25:10  
**line** 8:14 26:14 36:2  
**list** 46:1  
**listed** 21:2,5  
**listen** 49:10  
**listened** 32:19  
**literally** 37:19  
**little** 35:18 36:18,18,19  
 39:2 40:14 41:8  
**livelihood** 29:13  
**local** 11:6,12 18:13  
 27:17 28:5 29:18,19  
 31:4,7 51:17  
**locals** 40:6  
**located** 11:9  
**location** 11:17 46:6  
 47:4 51:9

**long** 46:4 52:9  
**long-term** 15:5  
**look** 13:19 29:4,9,11  
 33:16 34:15 35:20  
 47:15 48:14 49:8  
 52:9  
**looked** 11:20 25:17  
**looking** 11:1 34:17  
 35:11,11,14,16 41:1  
**looks** 37:8  
**lose** 33:13 37:3  
**loss** 9:16 15:14,15,16  
**lot** 23:9,18 24:5,17,17  
 28:20 29:7,11,13  
 30:14 41:12 43:7,8  
 44:16 46:13,16,17,19  
 48:3  
**lots** 48:13  
**lower** 36:2  
**Lucic** 1:10,21

## M

**made** 20:7  
**magazines** 9:6  
**magnitude** 15:8  
**mainland** 15:19 16:4  
 22:19  
**mainly** 39:4  
**maintain** 26:4  
**maintained** 27:18,20  
**maintaining** 19:19 44:7  
**maintenance** 15:5 26:1  
 27:4,6 44:3  
**major** 5:14  
**make** 2:3 21:21 22:7,9  
 23:14 28:8 32:21  
 38:13,14 51:7  
**makes** 30:4 51:11  
**making** 4:17 5:8  
**manage** 49:7  
**management** 7:20  
 28:17 41:14 42:8,16  
 43:16  
**manager** 3:5 25:2,7,8  
 25:10  
**many** 4:4 31:11 37:16  
 44:4,5  
**map** 13:15 35:18  
**maps** 51:8  
**marinas** 29:18  
**Mark** 21:4 25:1 36:14  
 37:11 38:10  
**marsh** 12:19 16:1  
 19:18 45:12 46:9  
 50:4  
**marshes** 50:8,14  
**Maryland** 1:9 3:7 9:7  
 21:14,19 22:1 23:17  
 24:9 25:8 41:3,5 42:2  
 42:13,17,18,19 43:4

43:20 44:8 47:8 48:1  
 48:2 51:15  
**material** 7:20,21 8:19  
 9:4,11 12:3,14 13:11  
 13:13 16:7 17:4,6,11  
 17:14,17,20 18:3  
 19:6 22:4 26:12,13  
 27:9,13 28:6 40:14  
 41:14 42:15 47:14  
**materials** 17:1  
**matter** 1:6 27:15  
**maximizes** 12:17  
**may** 3:19 7:16 19:15  
**maybe** 31:19 40:14  
 46:7 49:5  
**McKee** 25:3,21 27:5  
 28:2,15  
**McMANUS** 41:3,20  
**mean** 30:14  
**means** 23:21,21  
**mechanical** 23:21  
**media** 9:6  
**meet** 8:4 16:6 38:16  
 42:13  
**meeting** 1:3,6 3:2,9 4:1  
 4:6 6:18 30:9,10 38:1  
 38:19 51:3 52:13,14  
**meetings** 2:13 6:3,7,15  
 11:11 20:6,9 32:17  
 33:5 37:9,13  
**members** 41:18  
**Mendelsohn** 21:4 25:1  
 36:14,14  
**mention** 39:5 50:3  
**mentioned** 26:16  
**met** 11:11  
**microphone** 21:9  
**might** 35:20 47:15  
**Mike** 25:4  
**Mikulski** 30:7  
**million** 9:11 12:13,21  
 14:8 17:10 29:10  
 31:13  
**mind** 25:13 35:17  
**minimal** 34:9  
**minimum** 6:14  
**minor** 25:16  
**minutes** 2:2 3:11,17  
**misunderstood** 26:21  
**model** 9:3  
**modeling** 35:15  
**models** 32:4 33:15 34:4  
**modification** 5:14  
**modifications** 10:11  
 19:1  
**money** 4:19 26:6,8,17  
 28:3 41:21  
**monitor** 33:14  
**monitoring** 48:4,4  
**more** 2:19 18:9 25:18

41:1 45:11 49:9  
**most** 31:9 40:5  
**mount** 29:15  
**move** 26:6 27:9 47:12  
 50:13  
**moved** 38:17,20,20  
**movement** 31:21  
**moving** 16:21 36:10  
 47:13  
**much** 24:5 25:18 32:6  
 33:5 35:2 49:4  
**multiple** 11:20  
**must** 5:17 7:14 17:14  
 18:14  
**myself** 4:3

---

**N**

**N** 21:19,19  
**name** 3:4 5:12 21:10,18  
 22:11 23:16 36:14  
 44:13 49:12  
**Narrows** 22:17,21  
 25:17,20 26:19 27:3  
 28:21 47:6  
**Nat** 42:3  
**Nathaniel** 21:13,18  
**national** 4:13 8:13 9:3  
**natural** 23:21 27:8  
 36:21 42:18 44:9  
**naturally** 27:3  
**nature** 18:7 31:3 39:3,9  
 42:15  
**navigable** 16:9 23:1  
**navigation** 8:1 25:4,19  
 26:9,15 28:11,13,20  
 29:12  
**near** 8:10 32:9  
**necessarily** 36:8  
**need** 5:3 6:10 8:4 30:10  
 41:21 47:12 50:18  
 51:8  
**needs** 7:21 16:7  
**neighborhood** 31:12  
**NEPA** 4:14,14,18,21  
 6:1 7:14 10:9 12:8  
**nesting** 15:1 16:3 46:1  
**new** 10:14 23:8 46:6  
 50:7  
**newcomer** 43:12 44:11  
**newspapers** 9:6  
**next** 12:1 13:3 15:4  
 16:21 38:18  
**night** 38:4  
**Nobody** 22:7  
**noise** 15:19  
**non-federal** 18:3 21:14  
 43:20  
**normal** 35:12  
**north** 11:3 27:13 32:7  
**northeast** 13:21 32:10

**northern** 11:16,17 19:2  
 46:10  
**nor'easters** 35:14  
**Notary** 1:10  
**note** 13:8 16:9  
**nothing** 29:7 34:10  
 40:11,13,13  
**notice** 5:19 20:5  
**noticeable** 34:11  
**notifies** 5:21  
**nuisance** 45:16 49:7  
**number** 2:6,11 8:3  
 10:11 11:5,10 18:10  
 29:18 32:20 41:11  
 50:8,8  
**numerous** 11:12 47:17  
**nursery** 16:3

---

**O**

**objective** 18:15  
**objectives** 19:17  
**obtaining** 21:1  
**occur** 25:15  
**off** 30:9 46:8  
**offer** 21:8  
**Office** 28:17  
**officer** 38:8  
**officials** 5:7  
**offset** 9:16 15:8  
**often** 38:10  
**okay** 37:21  
**Once** 3:21 11:17  
**one** 20:10 21:11 22:15  
 26:1 28:19 30:2,20  
 36:17,20 37:14 38:15  
 39:5,19 43:15 44:7  
 44:16 46:12,18 48:12  
 50:2,8,16  
**only** 24:8  
**onto** 33:13  
**open** 4:2 14:21 15:15  
 16:19 17:12 19:12  
 21:7 23:7 48:20  
 50:11,17,19,20  
**opened** 37:1,2  
**opening** 2:3  
**operating** 47:8  
**operation** 44:3  
**operations** 15:20 25:11  
**opportunities** 18:5  
 19:15 20:3 23:19  
**opportunity** 3:11,16  
 24:7  
**optimized** 12:1  
**optimizing** 20:2  
**original** 5:16 7:17 10:6  
 34:13  
**originally** 38:16  
**other** 2:17 5:2,6 6:11  
 8:20 15:19 17:2

19:14 23:12 29:21  
 32:2 40:13 41:12  
 46:9 48:16 49:20  
 51:2,11  
**others** 47:12  
**ought** 25:12  
**ourselves** 33:11 45:10  
**out** 24:1 25:11 28:8  
 29:6 30:15,16 31:8  
 31:10,21 34:16 35:9  
 40:2,8,18 42:3 45:1,9  
 45:21 46:16,18 47:6  
 47:14,17,18 48:4,5,7  
 49:1,6,19,21 50:5,12  
 50:14 51:11,13,14,16  
 51:18 52:1  
**outdoors** 24:9  
**outlined** 13:17  
**outreach** 11:10  
**outside** 39:12  
**over** 9:16 25:14 29:10  
 34:3 35:20 40:7 44:2  
 44:14 45:20 47:5  
**overall** 13:1 14:9  
**overdue** 28:1,2  
**overlook** 48:12 49:18  
**overlooks** 49:18  
**oversight** 41:13  
**overtopping** 39:21 41:1  
**own** 43:19  
**oyster** 11:9 33:4,9,13  
 33:18 37:19

---

**P**

**P** 22:12  
**packets** 4:11  
**pains** 2:9 33:8  
**panel** 4:3 24:17,20  
**paper** 29:21  
**Park** 49:17,17  
**Parker** 22:11,11 27:19  
 28:5 30:12  
**parking** 46:21  
**parks** 23:17 43:16 45:4  
**part** 23:11 24:20 34:18  
 48:5 49:21 50:4,15  
**participating** 7:2  
**particular** 7:5 23:10  
**particularly** 48:19  
**partner** 3:6 21:15  
**partnership** 9:5 22:2  
**parts** 25:21  
**Patapsco** 17:4  
**pays** 42:9  
**Peggy** 25:6  
**people** 2:7 18:10 23:10  
 24:17 28:5 30:6,19  
 41:12 43:8 44:16  
 45:18 47:11 48:5,6  
 48:21 49:19 51:16,18

52:10  
**percent** 12:11,11,18  
 13:9 14:3,5,12,15  
 16:16 19:3,3 31:11  
 38:13  
**perform** 27:15  
**performance-based**  
 28:16  
**perhaps** 34:12  
**period** 15:20 20:12  
**permits** 4:20  
**perpetual** 31:17  
**personnel** 47:3,5  
**phase** 15:4  
**Philadelphia** 42:21  
**physical** 8:17  
**pick** 44:20  
**picnic** 52:3  
**piece** 29:21  
**pier** 10:14 47:3  
**pipes** 50:6  
**place** 10:5 27:13  
**placed** 17:11,14,18  
 40:15  
**placement** 7:21 9:11  
 12:14 17:3,6,9,21  
 19:7 20:2 22:4  
**placing** 33:12  
**plain** 32:21  
**plan** 7:20 16:20 19:13  
 19:16 41:14 42:16  
 50:4  
**planned** 10:6 12:13  
**planning** 4:17 5:7  
**plans** 2:10  
**please** 21:9  
**pleased** 2:8 40:3,17  
**point** 26:7 30:8 35:6  
 36:11 47:18 48:14  
 51:1  
**points** 49:20  
**Policy** 4:14  
**Pooles** 17:12,13  
**Poplar** 1:1 3:2 5:13,15  
 7:5,11 8:7,9 9:18  
 10:4 11:8 16:2 17:3,6  
 17:9,18,21 18:10,21  
 19:5,7,9 20:1,15  
 21:16 22:4,6,14,16  
 22:17,18 24:18,18  
 25:11 27:1 32:5 33:1  
 41:9,10  
**Port** 3:7 8:1 16:8 21:14  
 21:20 22:1 28:12  
 43:21 48:1  
**portion** 4:1 24:15,16  
**possible** 23:5,6  
**possibly** 30:10 37:1  
 46:5 51:8  
**Post** 9:8

**post-storm** 40:15  
**pound** 39:15,15  
**Pratt** 21:1  
**preferred** 12:17 13:5  
 16:15  
**preparation** 3:8 6:9,21  
**prepared** 5:17 20:7  
**preparing** 6:1  
**presentation** 2:7,20  
 3:10 4:4,9 44:14  
 50:15  
**presentations** 32:18  
 51:10,12  
**presented** 37:4  
**president** 2:5  
**president's** 26:4  
**pretty** 40:17,17 43:8,10  
**previously** 7:10  
**primarily** 31:9  
**primary** 10:18 15:12  
 15:14  
**prior** 9:13 18:17  
**probably** 25:12 27:6  
 28:1 30:20 31:12,12  
 32:10 34:1 40:19  
 51:20  
**problem** 23:2 27:11  
 33:18  
**problems** 22:15 28:19  
 35:7 37:18 50:21  
**process** 5:18,19 12:4  
 34:15 41:4,6  
**professional** 18:12  
**profitable** 35:5  
**programs** 18:8  
**progress** 6:8 43:5  
**project** 1:2 3:5,12 4:10  
 4:19 5:13,15 6:6,8,10  
 6:10 7:10,12,18 8:17  
 9:1,2,4,21 10:1,6  
 11:3,13 12:10,12  
 13:1,4,7,19 14:9,13  
 14:14,18 15:4,7  
 16:10 18:19 19:1,17  
 19:20 21:16 22:5,15  
 25:5,7,8,10,16 35:15  
 35:16 36:1,2 37:3  
 41:9,13,17 43:5 44:2  
 46:4 48:6,15,21  
**projected** 13:12  
**projects** 8:11 18:3  
 28:10,11,13,18,21  
 29:9,12 43:19  
**project's** 18:15  
**promoting** 4:16  
**proper** 47:19  
**proportion** 13:6 14:11  
 14:15  
**proportions** 11:21  
**proposals** 50:16

**proposed** 4:18 5:1,4,7  
5:15 6:2,9,12 7:13  
10:3,21 11:14 13:16  
14:15,19 16:5,18  
19:11  
**protecting** 4:16 19:21  
**protection** 16:2,4 36:4  
**protocols** 47:19  
**provide** 9:10 21:9  
23:18 34:6 41:12  
**provides** 13:6  
**providing** 30:1 51:17  
**public** 1:3,8,10 3:2,11  
4:18 5:21 6:3,3,7,13  
6:16,19 9:7 11:10,15  
15:5 18:6 19:20 20:6  
20:8,9,11,18,19,20  
20:21 37:9,9 42:13  
48:19 50:21 52:12  
**published** 5:20 20:5  
**pulled** 37:19  
**purple** 17:8  
**purpose** 5:3 6:4 8:15  
46:4 48:21  
**purview** 43:17  
**put** 27:13 30:18 34:16  
35:9 39:12,13,14  
47:15 49:1,6 50:16  
**putting** 22:21 24:13  
47:1  
**p.m** 1:9 52:14

---

**Q**


---

**quality** 5:10 48:4 50:9  
**Queen** 20:10  
**question** 13:14 23:11  
24:16 25:13 26:1,10  
34:20 48:10  
**questions** 4:2,4,8,10  
24:21 32:13,13,16  
36:17 51:2 52:10  
**quick** 13:18  
**quickly** 31:20  
**quote** 32:11

---

**R**


---

**R** 22:12  
**raising** 10:17 11:20  
12:20 14:7 16:17  
19:4  
**ranging** 39:15  
**rather** 14:4  
**reach** 24:6  
**reaction** 37:20  
**read** 49:15  
**real** 13:18  
**realigning** 10:12  
**really** 24:12 26:13  
30:18 32:15 44:5  
48:18

**reason** 2:15 30:14  
**reasonable** 5:4 6:10  
**reasonably** 24:3  
**reasons** 39:19 47:9  
**reassesses** 7:9  
**reauthorization** 7:16  
**rebuilt** 22:16  
**recall** 27:4  
**received** 4:11 6:19  
**recently** 7:19  
**recognize** 15:17  
**recommend** 17:19  
44:11  
**recommendations**  
18:20  
**recommended** 8:3,7  
16:20 19:13,16  
**recommending** 16:14  
18:18  
**record** 3:12,14,20 4:8  
6:21 20:14 21:8,12  
22:1,10 23:15 32:14  
32:15 49:13  
**recorded** 3:13  
**recreation** 15:10 23:17  
45:4  
**recreational** 9:1 18:5  
18:14 19:8,14 20:3  
22:13,15 23:7 29:14  
45:3 49:4  
**red** 13:17  
**redirect** 35:10  
**reducing** 20:1 36:3  
**reefs** 15:1  
**reevaluate** 8:16  
**reevaluation** 3:3 7:6  
20:16  
**refer** 7:7  
**Refuge** 8:14  
**regard** 50:3  
**regarding** 24:18  
**regional** 9:5  
**Register** 5:20  
**regularly** 33:14  
**regulations** 37:7  
**regulatory** 18:2  
**related** 13:9 15:19  
**relationship** 47:11  
**relative** 8:4  
**relatively** 25:16  
**release** 6:15  
**rely** 30:5  
**remain** 4:5  
**remark** 2:3  
**Remember** 45:17  
**remote** 9:9,15,17 16:1  
18:16 44:9 45:17  
**remove** 45:10  
**replace** 37:2 50:17  
**replaces** 31:18

**report** 3:3,8,10,14 7:6  
7:7,17 8:15 10:7,10  
12:6 15:9 16:14 17:1  
18:9,21 19:16 20:4,7  
20:13,16 21:3 41:17  
43:4  
**reported** 1:21 29:5,8  
**reporter** 3:13 21:10  
**reporting** 43:7  
**represent** 21:19 35:1  
**represented** 41:10,15  
43:2,20  
**representing** 21:13  
**reptiles** 9:20  
**requested** 49:1  
**require** 7:16 18:17  
47:7  
**required** 4:18 8:16  
10:11 19:1  
**requires** 4:21 8:6 12:8  
27:4,5  
**research** 34:5  
**researchers** 46:13,17  
**resident** 22:12  
**residents** 23:19  
**resource** 18:2 19:21  
31:10,15  
**resources** 5:11,12 7:13  
15:9 36:21 42:19  
44:9  
**responding** 19:20  
**responsibility** 26:16  
**responsible** 3:8 22:3  
**rest** 46:11  
**restoration** 1:2 8:12,13  
9:15 16:1 22:5  
**restore** 18:15  
**restored** 9:9 14:11,19  
**restoring** 16:11 19:18  
**restrict** 33:11  
**result** 36:17  
**resulting** 7:14  
**results** 11:14 12:4,18  
**return** 28:18 38:11  
39:19  
**review** 6:14 20:15  
**reviews** 4:18  
**revised** 6:20  
**Rick** 23:16  
**right** 13:20 23:4 32:9  
34:3 35:18 37:8  
39:21 47:3,4,20  
49:11 50:6  
**River** 17:5,8 23:2  
**RMR** 1:21  
**road** 48:14 50:6  
**Robert** 22:11  
**rock** 14:21 31:15  
**ROD** 7:1,1  
**round** 6:15

**rule** 37:7  
**run** 46:4  
**running** 45:18  
**rush** 40:2  
**Russell** 36:16 38:7,10

---

**S**

---

**safety** 47:9,19  
**sailboat** 24:1  
**same** 14:2,12 15:12,13  
**sand** 10:13,15 31:8,9,9  
31:12,13,15,21 32:6  
33:12,16 36:9 39:3  
40:14  
**sandbar** 49:19  
**Sarbanes** 30:7  
**Sassafras** 17:8  
**says** 29:5  
**scenario** 44:8 46:12  
**schedule** 20:4  
**scheduled** 17:13 20:13  
**school** 20:11,20 46:16  
51:11  
**schools** 46:15  
**scoping** 6:3 20:6  
**Scott** 3:4 43:3  
**screen** 13:20  
**screening** 11:15 12:4  
**second** 6:2,15 8:17  
20:10 26:10  
**secrets** 43:11  
**section** 7:12 39:10  
**sediment** 5:10 17:15  
22:21 26:19 32:3  
33:15  
**sedimentation** 27:2  
**see** 2:6 11:8 13:20 27:1  
28:5,18 29:7,10,14  
33:10 34:2,16 46:18  
48:13 49:3,9  
**seeing** 9:20 23:3 27:17  
32:5 34:7 35:6 36:12  
**seems** 32:20 37:21  
**seen** 22:16 33:17  
**SEIS** 5:17,18 6:9,13,15  
6:17,20 7:2  
**selected** 11:18  
**selection** 11:15  
**self-guided** 45:11  
**Senator** 30:7,7  
**sentiments** 11:13  
**separate** 10:9  
**September** 44:15  
**series** 6:6  
**serious** 35:7 44:5  
**seriously** 19:10  
**Services** 25:9 47:8 48:2  
51:16  
**serving** 8:1  
**session** 43:5

**sessions** 2:11  
**set** 4:9  
**seven** 11:2 13:1 14:10  
**several** 10:4  
**shallow** 15:15 28:20  
29:11  
**shape** 39:10  
**share** 2:9 42:9  
**Sharps** 49:1  
**shoaled** 27:12  
**Shore** 29:3  
**shoreline** 27:8,9 35:19  
36:1  
**shortfall** 8:2,5,10,10  
13:3  
**short-term** 16:6  
**show** 27:11  
**showing** 35:18  
**shown** 9:2 14:5,21 20:4  
**side** 29:1 36:3 43:2  
50:3  
**signed** 7:2 22:7,9  
**significant** 5:5 6:5 7:15  
34:10  
**significantly** 36:4,13  
**sign-in** 4:11  
**silt** 31:18  
**simply** 27:18  
**since** 22:9 28:15  
**site** 13:12 17:12 26:11  
47:9,13 48:11 49:16  
51:19  
**sites** 8:6  
**situation** 37:10 47:11  
**situations** 35:11  
**six** 27:21  
**size** 12:11 39:16 40:4  
**skipjacks** 29:18  
**slide** 9:2  
**slight** 34:8,9  
**small** 26:12 28:13  
34:18  
**Snyder** 25:5  
**socioeconomic** 15:10  
**socioeconomics** 5:11  
**soda** 51:21  
**solicited** 6:17  
**solid** 47:15  
**solution** 43:14  
**some** 2:14 5:8 7:4 13:8  
24:2 25:14 27:14  
32:1,4 33:4,15 34:13  
35:1 36:7 39:16  
40:14,15 44:6 45:5,8  
46:1 47:11 49:10,19  
50:12,17  
**somebody** 2:2 31:1  
45:13 50:11  
**somehow** 46:20  
**someone** 24:4

**someplace** 45:12 46:8  
**something** 23:20 29:9  
 29:21 30:10 36:15  
 45:15,17 46:7 48:9  
 49:3,5  
**somewhat** 34:11  
**somewhere** 28:6  
**soon** 23:12  
**sorry** 40:12  
**sound** 5:8 44:11  
**sounds** 39:1 43:13  
**source** 31:17  
**south** 11:3 17:8 32:8  
**southern** 10:12 17:7,17  
 17:20 19:6  
**southwest** 32:10  
**southwestern** 10:13  
**speak** 3:16 4:1  
**speaking** 31:6  
**species** 45:20 46:2  
**specific** 13:10 29:19  
**specifically** 17:9 25:17  
 37:13  
**spell** 21:10  
**sponsor** 21:14 43:20  
**start** 9:13  
**started** 2:1 11:1 22:9  
**starting** 11:11 32:1  
 50:10  
**state** 14:20 17:12,16  
 41:5,7,11,15,18 42:2  
 42:7,8,12,13 43:2,9  
**statement** 3:4,19 5:2,17  
 7:7 20:17 21:21  
 22:10 23:12,14  
**statements** 22:8 23:13  
**statistics** 29:4  
**status** 33:2  
**stay** 35:5 52:8  
**step** 6:2,6,8,21  
**stick** 52:9  
**sticking** 52:5  
**still** 9:21 36:7  
**stone** 39:14,14,15,16  
 41:2  
**stones** 39:16  
**storm** 39:19 40:4,20  
**storms** 35:13  
**Street** 1:8  
**structures** 10:15 15:2  
**students** 18:11  
**studies** 8:3  
**study** 6:4 8:2 18:17  
 25:2,7  
**stuff** 36:10 44:20 46:9  
**submerged** 48:7  
**submissions** 30:3  
**submitted** 6:13 21:3  
**substantiate** 29:8  
**success** 9:18,20 14:13

21:15  
**successful** 16:11  
**suitable** 26:13  
**summarizes** 7:1  
**summary** 18:20  
**supplement** 5:16 7:17  
**supplemental** 3:3 7:6  
 20:16  
**support** 28:11  
**supports** 22:3  
**sure** 38:5,12 39:11 42:4  
 45:13  
**surface** 47:16  
**surrounded** 11:9  
**surveys** 27:11

---

**T**

**T** 1:9,21 21:19  
**table** 21:2 37:14 38:6  
**take** 2:19 10:5 34:15  
 35:20 44:12 46:15  
 50:5 52:9  
**taken** 1:7 28:7 33:8  
**takes** 26:16 44:18  
**taking** 2:9 34:15  
**Talbot** 1:7 2:5 20:18,19  
 22:12 23:17,19 29:3  
**talk** 4:6 10:3,4 31:1  
 50:18  
**talked** 7:15 36:16  
 41:15 50:15  
**talking** 41:21 42:1  
 49:13  
**talks** 38:10  
**team** 41:18  
**television** 9:7,8  
**tell** 32:9 34:12 36:8  
 51:7  
**temporary** 10:17  
**tend** 27:10  
**term** 8:10  
**terms** 31:19  
**terrapins** 48:8  
**terrestrial** 5:11 19:18  
**thank** 2:21 14:1 21:6  
 22:6 23:10 24:12,14  
 37:11 52:13  
**their** 2:10 18:18 28:18  
 37:20 38:12  
**thing** 4:7 24:3,10 32:12  
 43:15 46:2 50:2 51:4  
**things** 29:2 45:5 48:13  
 49:8 51:21 52:3,6  
**think** 2:2,15 23:18 24:7  
 25:12 30:17 43:8  
 46:14 49:3  
**thinking** 49:14  
**third** 6:6 8:19  
**though** 40:1  
**threatened** 46:1

**three** 9:13 12:5 15:14  
 16:13  
**through** 5:9,19 42:6  
 44:15 45:12 46:9  
 47:16,21 48:1  
**throughout** 29:3 45:19  
**throw** 52:11  
**tidal** 12:19 16:1 34:9  
 37:4 50:5  
**Tilghman** 2:12,14  
 20:11,20 22:19 29:1  
 29:1 32:18 33:6 47:6  
 49:21  
**time** 2:19 3:15,18 8:11  
 18:4 26:8 27:7,20  
 36:11 48:5 51:15,17  
**times** 44:16  
**today** 24:11 34:17  
**together** 37:6  
**toilet** 52:3  
**tomorrow** 20:10 24:11  
 38:4  
**tonight** 2:7,16 20:11  
 30:9,18 52:8  
**tonight's** 6:18  
**tons** 29:10 31:12,14  
**top** 13:20 40:7  
**touch** 30:19  
**tour** 44:12,13,18 45:12  
 47:21 51:4,6  
**tours** 18:6 44:14 45:8  
**toward** 11:13  
**Towle** 23:16,16 45:2  
 46:21 48:11 49:14  
**town** 43:13  
**track** 30:9  
**Tracy** 25:10  
**trail** 49:21  
**trails** 18:7  
**transport** 32:3 33:15  
**Transportation** 42:18  
 44:1  
**trapezoidal** 39:10  
**trash** 44:20 50:21  
**try** 29:8 32:1  
**trying** 28:3 32:2 34:21  
 36:5 37:14 38:11,14  
 38:21 48:20,20  
**Tuesday** 1:7  
**turn** 44:2  
**turnaround** 22:18  
**two** 2:2 20:9 25:21 39:6  
 39:13,14 44:16 50:9  
**type** 45:11  
**types** 24:5  
**typically** 44:1 51:21

---

**U**

**ultimately** 44:7  
**uncertainty** 13:8

**under** 7:12 9:21 45:8  
**undergo** 15:3  
**understand** 24:10  
**unescorted** 47:18  
**universities** 41:11  
**unless** 50:12  
**until** 12:14 20:12  
**unusual** 24:2  
**update** 6:7  
**upland** 11:20 12:20  
 14:6,8 16:1,17 19:3,5  
**uplands** 12:12  
**upset** 40:1  
**urgency** 8:4  
**use** 8:11 9:3 13:3 22:3  
 22:18 23:5,10  
**used** 10:16 31:4,5,13  
 49:15  
**using** 13:11 26:10 50:6  
**utilized** 16:12  
**U.S** 3:5 22:2

---

**V**

**valuable** 31:9  
**value** 49:4  
**variations** 11:21  
**variety** 9:18 16:12  
 35:11  
**various** 41:5  
**vary** 35:10  
**vegetation** 48:7,9  
**velocity** 34:8,19  
**version** 26:5  
**vertical** 11:19 12:2,20  
 14:7 16:17 19:4  
**vertically** 8:18  
**very** 2:6,8 29:15 30:5  
 31:20 32:6,12 34:9  
 34:18 35:2 38:7,11  
 43:13  
**vicinity** 10:19  
**Vicksburg** 34:5  
**view** 36:5 39:11  
**viewshed** 15:18  
**visited** 18:10  
**visiting** 20:18 21:2  
**visitors** 23:19  
**visits** 47:7  
**Volkswagen** 39:17  
**volunteer** 18:8

---

**W**

**walk** 46:8  
**walkway** 45:11  
**want** 24:12 27:16 28:18  
 32:13,15 35:20 43:15  
 45:7,15 46:13,17  
 52:9  
**wanted** 32:21  
**wants** 49:5

**warrant** 49:4  
**Washington** 9:8  
**wasn't** 33:5 40:8  
**watching** 18:8  
**water** 5:10 7:12 11:9  
 14:21 15:15,15 16:19  
 17:12 19:12 40:6  
 48:4 50:9,18 51:21  
**waterborne** 29:4  
**watermen** 2:13 11:7  
 23:7 29:7,13,18  
 30:15 32:20 35:2  
 36:11 37:13 38:17  
 50:20  
**watermen's** 32:19  
 36:15 37:10 38:8  
**waterway** 23:1  
**wave** 36:1,3  
**waves** 41:2  
**way** 31:21 37:8 38:18  
 44:10 51:1 52:7  
**website** 21:2  
**welcome** 3:1 21:2  
**well** 11:6,13 21:10 25:9  
 27:19 29:14 38:7,16  
 39:9 40:12 43:8,10  
 46:10 48:6 51:12,18  
**went** 4:14 38:16,19  
**were** 10:6,7 11:4 15:11  
 15:14 18:8 37:17  
 40:1,2 45:10  
**west** 1:8 11:3,10  
**wetland** 8:13 9:10  
 11:21 12:18 13:11  
 14:4,11,15 15:3 19:3  
**wetlands** 12:11 13:7,9  
 16:16 27:14 50:17  
**we'll** 23:11 24:15 32:4  
 34:15 46:14  
**we're** 2:1 5:19 22:14  
 23:3,12 27:10 30:1  
 31:21 32:3 33:12  
 34:17 35:6,11,14,15  
 35:16 36:2,5,6,12  
 38:14,21 40:17,18,21  
 40:21 43:10,10 45:8  
 46:20 47:20 48:20,20  
 49:9 50:6,10,12 51:2  
 51:17 52:6  
**We've** 27:11,13 45:21  
 49:8 52:6  
**whatsoever** 35:8  
**while** 9:20 29:6 45:8,9  
**white** 13:16  
**whole** 41:4  
**wide** 16:12 35:11  
**wildlife** 8:14 9:19  
 16:12 45:18 46:11  
**willing** 49:9  
**willy-nilly** 45:19

win-win 43:13  
 wish 3:21 20:15 31:20  
 wishes 3:16  
 wishing 21:7  
 withstand 39:18  
 won 9:4  
 wonder 33:7  
 wondering 23:5 44:19  
 work 26:20 29:7 32:2  
 48:6,7,8 49:9  
 worked 45:1  
 working 27:12 28:16  
 41:10 51:18  
 Works 42:13  
 world 34:7  
 worried 33:2  
 writing 10:8 21:4 29:21  
 written 3:19

**Y**

yards 9:11 12:13,21  
 14:9 17:10 28:7  
 31:13  
 year 17:12 20:7 26:3  
 28:12,14 44:14  
 years 13:2 14:10 27:6  
 27:21 35:13 44:5  
 yellow 14:5

**Z**

zero 29:5,15 30:1

**1**

1 12:16 14:3,16 16:15  
 1,100 9:8  
 1,140 12:10  
 1,500 39:15  
 1,800 18:10 44:14  
 1.2 17:10  
 10 37:16  
 10,000 9:16  
 100 1:8 38:13 45:20  
 130 35:12  
 150 35:12  
 19 1:7  
 1996 5:14 7:13,18  
 1997 4:15

**2**

2 10:17,17 14:2,12  
 20 3:10 45:21  
 2003 9:5 20:5  
 2004 11:11 18:9 20:6  
 2005 1:7 20:9,12,14  
 2006 20:14  
 2010 8:3,5 13:2 17:13  
 2015 12:15  
 24 20:8  
 25 51:20  
 25% 42:9

25-year 39:18  
 28 12:21 51:16,18

**3**

30 14:8

**4**

4,000 39:15  
 40 9:10 12:12 19:3  
 29:10 31:10  
 40-acre 14:5  
 42 15:9  
 45 6:14

**5**

5 12:20 14:7 16:17 19:4  
 50 12:11,11 14:3,12  
 537 7:12  
 575 14:2 16:15 19:2

**6**

6 10:12,17  
 60 12:18 13:9 14:4,15  
 16:16 19:2

**7**

7 31:13  
 7:00 1:9  
 7:55 52:14

**8**

8 20:12 21:4  
 8-11 36:18

**9**

90 27:7

1 STATE OF MARYLAND

2 CITY OF BALTIMORE SS:

3 I, Carol T. Lucic, Notary Public of the  
4 State of Maryland, do hereby certify that the within  
5 named deponent personally appeared before me at the  
6 time and place herein set out, and, after having been  
7 duly sworn by me, was examined by counsel.

8 I further certify that the examination  
9 was recorded stenographically by me and that this  
10 transcript is a true record of the proceedings.

11 I further certify that I am not of  
12 counsel to any of the parties, nor an employee of  
13 counsel, nor related to any of the parties, nor in any  
14 way interested in the outcome of this action.

15 As witness my hand and notarial seal  
16 this day of 2005.

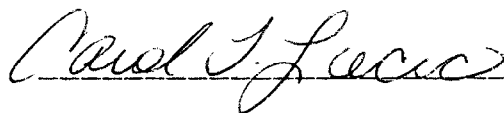
17

18

19

20

21



Carol T. Lucic

Notary Public



# ORIGINAL

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21

POPLAR ISLAND ENVIRONMENTAL

RESTORATION PROJECT

Public Comment Meeting

-----

Meeting in the above-captioned matter was taken on Wednesday, July 20, 2005, at Tilghman Elementary School, 21374 Foster Avenue, Tilghman Island, Maryland, commencing at 8:00 p.m. before Carol T. Lucic, Notary Public.

-----

Reported by: Carol T. Lucic, RMR

1 MS. SPENCE: We're going to get started. My  
2 name is Hilary Spence. I'm vice-president of Talbot  
3 County Council. I know some of you maybe not by name,  
4 I know you by face, and I just want to welcome you all  
5 tonight for a public meeting such as this. I also  
6 wanted to welcome the staff, thank them for coming and  
7 setting up displays and walking through this  
8 explanation of Poplar Island. They met with residents  
9 in Easton last night at the library and here we are at  
10 Tilghman (inaudible)

11 So I'm going to turn the meeting over and sit  
12 as an observer, and I'll comment like you if I've got  
13 something to say. I guess if you have questions at the  
14 end --

15 MR. JOHNSON: Yes. We'll go through that  
16 very shortly.

17 Good evening and welcome to the public  
18 meeting for the Poplar Island general reevaluation  
19 report and supplemental environmental impact  
20 statement. My name is Scott Johnson. I'm the project  
21 manager for the U.S. Army Corps of Engineers Baltimore

1 District. The Corps along with our partner, the  
2 Maryland Port Administration is the agency responsible  
3 for preparation of this report.

4 We will begin this meeting with a formal  
5 presentation of the draft report lasting about 20  
6 minutes followed by an opportunity for you, the public,  
7 to comment on the record about the project. Your  
8 comments will be recorded by our court reporter and  
9 entered into the formal record for this report. In the  
10 interest of time and allowing everyone who wishes to  
11 speak an opportunity, I would ask that you limit your  
12 formal comments to five minutes. My colleague, Jeff  
13 McKee right up front here in white, will indicate when  
14 your time is up. You may also enter a written  
15 statement for the record if you choose.

16 Once we've heard from all of those who wish  
17 to speak the formal portion of this meeting will be  
18 concluded, and I will then open the floor up for  
19 questions. We will answer as many questions as we can  
20 and will remain after the conclusion of the formal  
21 meeting to talk with you individually.

1           The important thing is for us to document all  
2 your comments and questions for the record. A copy of  
3 the presentation, a set of frequently asked questions,  
4 and additional project information is enclosed in the  
5 packets you received at the sign-in desk.

6           First let me explain the National  
7 Environmental Policy Act or NEPA. NEPA went into  
8 effect as a federal law in January of 1970 with the  
9 goal of protecting the environment by promoting better  
10 planning, decision making, and coordination with the  
11 public. NEPA reviews are required for any proposed  
12 project that includes federal money, lands, or  
13 permits. NEPA requires environmental impact  
14 assessment of all proposed actions. This is documented  
15 in an environmental impact statement or EIS or other  
16 document.

17           An EIS documents the purpose and need of a  
18 proposed action, evaluates reasonable alternatives to  
19 the action, and analyzes the significant environmental  
20 and other consequences of that action. In doing so the  
21 EIS assists officials in planning proposed actions and

1 making environmentally sound decisions. Some of the  
2 environmental factors which are considered through an  
3 EIS include air, water, and sediment quality, aquatic  
4 and terrestrial resources, socioeconomics, and cultural  
5 resources, to name a few.

6 For the Poplar Island project the EIS was  
7 completed in 1996. For any major modification to a  
8 project such as the proposed expansion of Poplar Island  
9 a supplemental to the original EIS or SEIS must be  
10 prepared.

11 This slide illustrates the SEIS process. The  
12 process begins with a notice of intent which is  
13 published in the Federal Register. It notifies the  
14 public that a federal agency will be preparing a NEPA  
15 document to evaluate the impacts associated with the  
16 proposed action. The second step is public scoping  
17 meetings where the public is invited to comment on the  
18 purpose and extent of the study and to identify  
19 significant issues.

20 For this project the third step is a series  
21 of additional meetings to update the public on the

1 progress of the project. The fourth step is the  
2 preparation of the draft SEIS, which evaluates the  
3 proposed project in light of project need, reasonable  
4 alternatives, and environmental and other consequences  
5 of the proposed action.

6 The draft SEIS is then submitted for public  
7 review and comment for a minimum of 45 days. Following  
8 release of the draft SEIS a second round of meetings is  
9 generally held during which public comments on the  
10 draft SEIS are solicited. That's the intent of  
11 tonight's meeting.

12 Based on comments received from the public  
13 the draft SEIS will be revised into a final SEIS, and  
14 then the final step is the preparation of a record of  
15 decision or ROD. The ROD documents the final decision,  
16 summarizes the SEIS analysis, and is signed by  
17 participating federal agencies.

18 Now let me give you some information on this  
19 particular federal action, the Poplar Island general  
20 reevaluation report and supplemental environmental  
21 impact statement which I will refer to as the report.

1           The GRR is a document which reassesses the  
2 previously authorized project based on changing  
3 conditions or assumptions. The existing Poplar Island  
4 project was authorized under Section 537 of the Water  
5 Resources Development Act of 1996. Any proposed  
6 actions resulting from the GRR must comply with NEPA,  
7 and if significant enough, may require reauthorization  
8 by Congress.

9           This report is a supplement to the original  
10 EIS for the existing project which was completed in  
11 1996. The Corps recently completed a dredged material  
12 management plan that was a comprehensive evaluation of  
13 the dredged material placement needs for the navigation  
14 channels serving the Port of Baltimore. This study  
15 identified a capacity shortfall beginning in 2010 and  
16 recommended a number of additional studies to meet this  
17 need. Because of the relative urgency of the 2010  
18 shortfall and the fact that the Corps guidance requires  
19 us to evaluate existing sites first, the DMMP  
20 recommended that an expansion of Poplar Island be  
21 evaluated.

1           Expansion of Poplar Island could accommodate  
2 the near-term capacity shortfall and allow time for  
3 additional beneficial use projects such as island  
4 restoration of James Island and Barren Island and  
5 wetland restoration in and around Blackwater Wildlife  
6 Refuge to come on line.

7           The purpose of this report is to first  
8 reevaluate actions required to complete the existing  
9 project; second, to evaluate the physical expansion of  
10 the island both laterally and vertically; third, to  
11 consider acceptance of dredged material from other  
12 channels than those currently authorized to go to the  
13 island; and finally to consider additions of  
14 recreational and educational components to the project.

15           The existing project shown in this slide has  
16 become a national model for beneficial use of dredged  
17 material. The project won a Coastal America  
18 Partnership award in 2003 and has attracted regional  
19 media attention in magazines, newspapers, and  
20 television including coverage by CNN, Maryland Public  
21 Television, and The Washington Post.



1           1,140 areas of remote island habitat are  
2 being restored half of which will be wetland habitat  
3 while providing 40 million cubic yards of dredged  
4 material placement capacity. The historic island  
5 footprint had eroded down to about three acres prior to  
6 the start of construction. This restoration of remote  
7 island habitat, which helps to offset the loss of over  
8 10,000 acres of remote island habitat in the Chesapeake  
9 Bay, is already a success. Poplar Island attracts a  
10 variety of wildlife including a diverse community of  
11 birds, fish, and reptiles. While we were seeing great  
12 success, the project is still under construction, and  
13 there are components of the existing project that are  
14 not yet completed.

15           Before I talk about the proposed expansion  
16 activities at Poplar Island I would like to talk about  
17 several actions that will take place to complete the  
18 existing project. These actions were planned in the  
19 original report, but were not discussed in enough  
20 detail to fully address all of the impacts. Instead of  
21 writing a separate NEPA document to address these

1 actions they are being included in this report.

2 A number of modifications are required to  
3 close Cell 6. These include realigning the southern  
4 access channel, dredging in the southwest sand borrow  
5 area, and constructing new discharge, pier, and  
6 bulkhead structures. The sand dredged from the borrow  
7 areas will be used for dike construction including a  
8 temporary 2 foot raising of Cell 2 and Cell 6. The  
9 primary impact from all of these actions is a  
10 disturbance of bay bottom habitat in the vicinity of  
11 the borrow area and access channel.

12 To evaluate the proposed expansion activities  
13 we first started by looking geographically at where we  
14 could expand the island. Seven alignments to the  
15 north, south, east, and west of the existing project  
16 were initially considered. For each alignment we  
17 considered a number of environmental, engineering, and  
18 cost factors, as well as the concerns of local citizens  
19 and watermen. As you can see, the area around Poplar  
20 Island is surrounded by oyster bars and deep water  
21 located to the west.

1           We conducted a number of public outreach  
2 meetings starting in the fall of 2004, and we met with  
3 numerous local interest groups to determine their  
4 sentiments toward the existing project as well as the  
5 proposed expansion. The results of this extensive  
6 screening and public input led us to the selection of a  
7 northern lateral expansion.

8           Once the geographic location, a northern  
9 lateral alignment, was selected, we then evaluated the  
10 combination of a lateral and vertical expansion. We  
11 looked at multiple heights for the upland dike raising  
12 and variations of the wetland habitat proportions  
13 within the lateral expansion. Next we optimized the  
14 lateral and vertical expansion based on environmental  
15 benefits, dredged material capacity, and economic  
16 considerations. The results of this screening process  
17 led us to the three alternatives detailed in this  
18 report.

19           The first alternative is the no action  
20 alternative. NEPA requires that alternative be  
21 included in all impact assessments. The no action

1 alternative consists of the existing project with 1,140  
2 acres in size with 50 percent wetlands and 50 percent  
3 uplands. The capacity of the existing project is 40  
4 million cubic yards, and as currently planned dredged  
5 material placement will continue until approximately  
6 2015.

7           Alternative 1 is the environmentally  
8 preferred alternative. It maximizes the creation of  
9 wetland habitat and results in 60 percent of the  
10 lateral expansion being tidal marsh habitat. Coupled  
11 with a 5 foot vertical raising of the existing upland  
12 cells, this alternative adds 28 million cubic yards of  
13 capacity and extends the overall project life by seven  
14 years. This should bridge the gap between the 2010  
15 shortfall and the next generation beneficial use  
16 project.

17           This the environmentally preferred  
18 alternative because it provides a greater proportion of  
19 wetlands than the existing project; however, it's  
20 important to note that there is still some uncertainty  
21 related to achieving 60 percent wetlands for this

1 alternative because of the specific challenges  
2 associated with wetland creation using dredged material  
3 and the ability of the site to handle the projected  
4 inflows of dredged material.

5 Alternative 2 has the same 575 acre footprint  
6 as Alternative 1, but has 50 percent of the lateral  
7 expansion as wetland habitat rather than 60 percent.  
8 The 40-acre cell shown here in yellow would be  
9 designated as an upland habitat for this alternative.  
10 Coupled with a 5 foot vertical raising of the existing  
11 upland cells, this alternative adds 30 million cubic  
12 yards of capacity and extends the overall project life  
13 by seven years.

14 The proportion of wetland habitat restored in  
15 Alternative 2, 50 percent, is the same as the existing  
16 project; however, because of the success of the  
17 existing project to date, we believe we can do better  
18 and achieve a 60 percent wetland proportion proposed in  
19 Alternative 1, which is our recommended plan.

20 Additional environmental design features that  
21 would enhance the project by adding diversity and

1 complexity to the restored habitats have been proposed  
2 by federal and state agencies. These features include  
3 an open water embayment shown here in blue, rock reefs,  
4 breakwaters, and additional bird nesting structures,  
5 which could be constructed in lieu of wetland habitat.  
6 These features will undergo further evaluation in the  
7 next phase of the project including long-term  
8 maintenance and public accessibility considerations.

9           There are impacts associated with a project  
10 of this magnitude; however, these impacts are offset by  
11 the benefits. Within the report 42 resources including  
12 environmental, cultural, socioeconomic, recreation, and  
13 aesthetics were evaluated. Because the footprints of  
14 both expansion alternatives are the same, the primary  
15 impacts of each alternative are essentially the same.

16           Three primary impacts were identified: Loss  
17 of bay bottom habitat, loss of open water habitat, and  
18 loss of shallow water habitat within the footprint of  
19 the lateral expansion. In addition we also recognize  
20 that there will be a change to the viewshed from the  
21 mainland and other impacts from the noise related to

1 the extended construction and operations period.

2 Benefits of the expansion include the  
3 restoration of remote island upland and tidal marsh  
4 habitat, protection of Poplar Harbor, additional bird  
5 nesting and fish nursery habitat, and additional  
6 protection of the mainland, Jefferson Island, and  
7 Coaches Island erosion. In addition the proposed  
8 expansion will help meet the short-term dredged  
9 material capacity needs identified in the DMMP to keep  
10 the approach channels of the Port of Baltimore  
11 navigable. It's important to note that the expansion  
12 will be consistent with the existing project, which has  
13 been deemed successful in restoring habitats that are  
14 being utilized by a wide variety of wildlife.

15 Moving on to the next component of the  
16 report, we evaluated accepting dredged material from  
17 other channels. Channels indicated here in blue are  
18 currently authorized for placement at Poplar Island.  
19 Material from the channels within the Patapsco River  
20 and Baltimore Harbor, as indicated here, are not  
21 considered for placement at Poplar Island.

1           Dredged material from the southern approach  
2 channels to the C & D Canal south of the Sassafra  
3 River indicated in purple was specifically considered  
4 for placement at Poplar Island. Approximately 1.2  
5 million cubic yards of material from these channels is  
6 currently being placed at Pooles Island open water site  
7 each year. By state law Pooles Island is scheduled to  
8 close by 2010, and this material must be placed  
9 elsewhere.

10           After an evaluation of existing sediment data  
11 and consultation with state and federal agencies it was  
12 determined that the material from the southern approach  
13 channels to the C & D Canal could be placed at Poplar  
14 Island; therefore, we recommend that the dredged  
15 material from the southern approach channels to the  
16 C & D Canal be authorized for placement at Poplar  
17 Island. Based on concerns expressed by resource and  
18 regulatory agencies we are not considering accepting  
19 material from non-federal channels at this time.

20           Recreational and educational opportunities  
21 such as the continuation of public tours of the island,



1 integration of interpretive nature trails and bird  
2 watching areas, and additional volunteer programs were  
3 also considered in this report. In 2004 more than  
4 1,800 people visited Poplar Island, a number that  
5 continues to grow, and this includes students of all  
6 ages, community and professional groups, and interested  
7 local citizens. Recreational and educational  
8 components must be consistent with the project's  
9 objective to restore remote island habitat, and  
10 incorporation of any of these components will require  
11 additional study prior to implementation; however, we  
12 are recommending that they be included in the project.

13           So in summary there are five recommendations  
14 in the draft Poplar Island report: Complete  
15 modifications required for the existing project,  
16 construct a 575 acre northern lateral alignment with 60  
17 percent wetland habitat and 40 percent upland habitat  
18 in combination with a 5 foot vertical raising of the  
19 existing upland cells at Poplar Island, accept dredged  
20 material from the southern approach channels to the  
21 C & D Canal for placement at Poplar Island, and develop

1 future recreational and educational enhancements at  
2 Poplar Island.

3 We are also seriously considering the  
4 incorporation of proposed additional environmental  
5 design features including an open water embayment in  
6 the recommended plan, and we would like your input on  
7 this and other recreational and educational  
8 opportunities that may be of interest.

9 The plan recommended in the draft report is  
10 consistent with the objectives of the project, which  
11 include restoring marsh, aquatic, and terrestrial  
12 island habitats, maintaining consistency with the  
13 existing project, responding to concerns of the public  
14 and resource agencies, protecting existing ecosystems  
15 in Poplar Habor by reducing erosion, optimizing  
16 placement capacity, and evaluating recreational and  
17 educational opportunities.

18 The schedule for the report is shown here.  
19 Notice of intent was published in June 2003 followed by  
20 the public scoping meetings in January of 2004. The  
21 draft report was prepared in June of this year and

1 available for the public comment beginning on June 24,  
2 2005.

3           We are holding two public comment meetings.  
4 The first was last night in Easton, and the second is  
5 tonight's meeting here at Tilghman Elementary School.  
6 The public comment period will extend until August 8,  
7 2005. The final report is scheduled to be issued in  
8 December of 2005 with a record of decision to follow in  
9 early 2006.

10           If you wish to review the Poplar Island  
11 general reevaluation report and supplemental  
12 environmental impact statement, you can do so by  
13 visiting the Talbot County Public Library branch in  
14 Easton, the Talbot County Public Library branch at  
15 Tilghman Elementary School, Queen Anne's County Public  
16 Library, Anne Arundel County Public Library, or the  
17 Enoch Pratt Free Library or by obtaining a CD from our  
18 welcome table or by visiting the website listed here.  
19 We can also provide hard copies for anyone who needs  
20 one; however, this is a 7 inch thick report and rather  
21 costly to carry and reproduce, so we would like to

1 minimize the number of copies we have to make. All  
2 comments on the report should be submitted in writing  
3 by August 8 to Mr. Mark Mendelsohn at the address  
4 listed here.

5 I thank you for your attention and will now  
6 open the floor to those of you in attendance wishing to  
7 offer formal comments for the record. I would ask that  
8 when you approach the microphone, please provide your  
9 name and how to spell it for the court reporter as well  
10 as your affiliation if you have one.

11 For the first comment for the record I would  
12 like to introduce Mr. Nathaniel Brown representing the  
13 Maryland Port Administration, our non-federal sponsor  
14 and key partner in the continued success of the Poplar  
15 Island project.

16 MR. BROWN: Good evening, everyone. I'm  
17 Nathaniel Brown. I'm with the Maryland Port  
18 Administration. I have a short statement I would like  
19 to read into the record.

20 The Poplar Island environmental restoration  
21 project and the expansion of Poplar Island are

1 inclusive elements of the State of Maryland's dredged  
2 material management program. The Maryland Port  
3 Administration has been working in partnership with the  
4 U.S. Army Corps of Engineers on the Poplar Island  
5 Environmental restoration project since the project's  
6 inception.

7           The MPA supports beneficial use and  
8 environmentally responsible placement of dredged  
9 material at Poplar Island and the potential expansion  
10 of Poplar Island. In addition the MPA looks forward to  
11 continually working with the team of federal and state  
12 participating agencies and citizens of Maryland and in  
13 particular the citizens of Talbot County on successful  
14 implementation and completion of the Poplar Island  
15 environmental restoration project and expansion of  
16 Poplar Island. Thank you.

17           MR. JOHNSON: The first speaker is Russell  
18 Dize with the Maryland Watermen's Association.

19           MR. DIZE: When we started talking about this  
20 proposal way back on the first, the existing expansion  
21 of Poplar Island, we asked at that time that the lower

1 area, the area below where the last cell is, we asked  
2 that area not to be touched, and during our meetings we  
3 had no idea that they were going to propose a northern  
4 expansion. All of the area on this northern expansion  
5 is Grade A clam bottom and crab pot bottom.

6 At the last meeting we had we asked for this  
7 little piece off the side where you were going to  
8 dredge for filling sand right there not to be dredged,  
9 to get it somewhere else because you're going to  
10 disturb -- every time you disturb this area you mess up  
11 the crabbing or clamming. That won't be any good for  
12 -- it will be ten years before that area will be any  
13 good for fishing, clamming, or crabbing in that area.

14 Another thing you all are doing that we were  
15 against is raising the western side of the island. We  
16 were told this was going to be a project that would be  
17 viewed nationally and internationally and that it  
18 wouldn't become a Hart-Miller Island. Well, you're  
19 already in the first stage of making it a Hart-Miller  
20 Island because you're raising it 5 feet. You raised  
21 Hart-Miller like 40 feet. This can only harm the

1 site. I mean it doesn't do anything for it.

2           On one of your earlier slides you had all the  
3 things that have been saved, the birds, the turtles,  
4 the this, the that. I never heard anything about the  
5 watermen. I never heard anything about the people that  
6 use it. You're only interested in the animals that use  
7 it. Hey, I'm an animal lover and I like that, but I  
8 also love the watermen in this area. They are my  
9 hometown people, and we're being displaced from this  
10 area. It's the prime time, best crab potting area, one  
11 of the best clamming areas in all of Chesapeake Bay.

12           I asked Mark, who I trust -- I don't trust  
13 Mark's bosses, but I trust Mark -- we asked when this  
14 project was going that you not bother the southern  
15 end. So my question at the last meeting was how do we  
16 know when you fill that northern end up, you're not  
17 going to go to the southern end, and why are you taking  
18 this area now? It hadn't been discussed before a  
19 couple of meetings ago.

20           I was told that the Corps makes you look at  
21 the original site before you go to any new proposed

1 sites. So why isn't your boss going to tell you when  
2 that's filled that you have to look at the southern  
3 site? You can't answer that because you don't know  
4 what your boss is going to tell you, but we keep losing  
5 bottom, and we as watermen are losing more and more  
6 bottom all the time and we don't have that much bottom  
7 out there to lose.

8 We're supposed to get -- we've asked for a  
9 site in Eastern Bay to compensate for the area lost on  
10 the northern area, North Point we call it, that area  
11 all the way up to the Eastern Bay channel, and Mark has  
12 told me it's moving through channels, but until we have  
13 that we've displaced a lot of watermen from working out  
14 there.

15 The hydraulics has changed. The water coming  
16 through there is so much greater now than it was  
17 before. Jerry Janet was here. He had to leave, but he  
18 wanted me to bring this out to you that a crab pot with  
19 30 feet of line and a bullet cord with a paddle in it  
20 sitting in 5 to 7 feet of water will go under when the  
21 tide gets off at full blast. It was never like that in



1 there.

2           So we're changing things around, and we've  
3 got to learn to live with it. We can't set pound nets  
4 now on the inside because there is too much tide. It  
5 washes them down. It breaks them down. Jerry Janet  
6 had a couple in there and had to remove them.

7           Everything isn't hunky-dory with us I just  
8 want you to know. It sounds great, but everything  
9 isn't hunky-dory with the watermen. We were with you  
10 with the first project, the existing project. We  
11 thought it would be good, but if you're going to keep  
12 going out and up and expanding because they're going to  
13 come to us -- I can see it in the future -- and say,  
14 well, we have to explore the existing area before we  
15 can move to a new area like James Island or Barren  
16 Island or wherever, so we've got to explore the south  
17 bar, and if that comes up, then I think it's time that  
18 we as the watermen and Talbot County residents see if  
19 we can't get some other people involved in it because I  
20 think we're not doing what we said we were going to  
21 do. We're changing the plans in the middle of the

1 game. The plans are continually changing.

2 Dredging off that area on the south, that  
3 wasn't planned. That was never in there before, but  
4 it's in there because you're going to raise the west  
5 side 5 feet. Now we've got the northern expansion that  
6 takes all North Point, and, as you see -- and I asked  
7 Mark if they could probably move it in from the edge  
8 because once you get to the edge, that's all oyster bar  
9 out there, but if you go right to the edge, that sand  
10 does leach over to the oyster bar. Mark, did you  
11 address that?

12 I mean we've tried to work with you all as  
13 much as we could, but we do have a lot of watermen that  
14 aren't very happy right now because, like me, I can see  
15 what is going to happen. The boss is going to say,  
16 hey, you've got to check this area before we move on,  
17 but don't lose sight of the watermen that have to work  
18 this area. They're a valuable resource, too. They're  
19 just as valuable as the blue heron and the turtles and  
20 the other things that you're releasing there. Thank  
21 you.

1           MR. JOHNSON: Thank you. The next speaker is  
2 Sherman Baynard.

3           MR. BAYNARD: Thank you. My name is Sherman  
4 Baynard, S H E R M A N, B A Y N A R D. I live in  
5 Centerville, Maryland. I'm representing the Coastal  
6 Conservation Association of Maryland. We are a  
7 nonprofit organization that is made mainly up of  
8 recreational anglers who have concerns and interests in  
9 restoring and protecting our marine resources.

10           CCA has just received in the last few days a  
11 copy of the EIS, and I enjoyed this presentation  
12 because it has been very informative in addition to the  
13 paperwork. We have not had sufficient time to review  
14 the information to provide a definitive comment, but  
15 what I would say is I believe that the organization  
16 will support the expansion of Poplar Island.

17           We like the watermen have concerns. We have  
18 concerns that this project will continue to grow as  
19 with Hart-Miller Island and expand well beyond what the  
20 public has been led to believe. We also have issues  
21 with what has been lost. There was 1,100 acres of

1 medium to shallow water habitat that was ideal for  
2 recreational activities not only as with the  
3 commercials, but we were able to utilize the very  
4 shallow water to find excellent light tackle fly  
5 fishing for striped bass and many other species. So  
6 when you remove that area and replace it with an  
7 engineered island, we don't have the opportunities that  
8 we once had.

9           We will look to work with the Corps and all  
10 the agencies that are involved in this to find methods  
11 and reasons to help mitigate that loss. There are  
12 actions that could be taken for minimal cost on the  
13 current project that would improve the recreational  
14 fishing opportunities, and we look forward to working  
15 with the expansion project, and we would believe we  
16 will support that as long as it includes the embayment  
17 that has been suggested.

18           We think that's a very important component of  
19 this new project, but in addition as other areas are  
20 sought for continued use and placement of the dredged  
21 spoil, we hope to be involved in the process along with

1 the public in putting forth concepts and advice on how  
2 to mitigate the loss that will be accomplished by these  
3 additional projects.

4 We suggest that there may be a benefit in  
5 developing some form of public work group or committee  
6 to be involved in the establishment and development of  
7 these future projects. We also have concern that  
8 currently your goal does not include replacing or  
9 mitigating the loss for the commercial watermen and the  
10 recreational community. So we encourage the agencies  
11 to openly consider that and keep that as part of the  
12 future of these projects. Thank you.

13 MR. JOHNSON: Thank you. That's all who  
14 signed up to make any statements for the record. Would  
15 anybody else like to make a statement that did not sign  
16 up? Then that concludes the formal portion of this  
17 evening, and I'm going to open up the floor for  
18 questions and answers.

19 MS. SPENCE: You talked about lengthening the  
20 life, if you will, of Poplar Island another seven  
21 years, and I guess Mr. Dize talked about this a little

1 bit or at least hinted at what happens then.

2 MR. JOHNSON: We have another study going on  
3 right now called the Mid-Bay Island study. It's a  
4 little bit behind the Poplar Island expansion, but we  
5 have reached the conclusion that the 2,000 acre island  
6 in the vicinity of James Island and smaller protection  
7 at Barren Island will be the next generation.

8 We also have some very strong interest from  
9 the U.S. Fish and Wildlife and Blackwater Wildlife  
10 Refuge in looking at (inaudible) site as well. Both of  
11 those will (inaudible)

12 Anybody else?

13 MR. BAYNARD: In your EIS you address  
14 sensitive fish habitat and in that you list several  
15 species of fish in which you do a study or an  
16 evaluation on how the impact would be. Why is it that  
17 you apparently only utilized three species that I  
18 assume are managed under federal council and did not  
19 provide information on migratory species and local  
20 species such as white perch, striped bass, and other  
21 species that would be utilizing these areas?

1           MR. JOHNSON: Good question. It's completely  
2 outside my area of expertise, and I'm going to ask Jane  
3 Boraczek.

4           MS. BORACZEK: Jane Boraczek, EA  
5 Engineering. First of all, white perch and striped  
6 bass are not species that are managed under that  
7 particular law. The Magnusson-Stevenson Act has a  
8 suite of species that are managed by the federal  
9 agencies. There are seven of them -- actually I think  
10 we're up to nine maybe now that utilize the main stem  
11 of the Chesapeake Bay. White perch and striped bass  
12 are managed slightly differently. White perch is  
13 managed more under the state law than any of the other  
14 species that the Magnusson-Stevenson Act covers.

15           The reason that there were only three that we  
16 needed to address in this area is that in consultations  
17 with the National Fishery Service those are the only  
18 three that were of concern to them in this part of the  
19 bay. Although nine species under their jurisdiction  
20 supposedly occur within the bay, they don't occur in  
21 the numbers in these salinities that would be of

1 concern. So they identified for us the species that we  
2 needed to address.

3 MR. BAYNARD: I'll make a comment to that.  
4 I'm assuming that this project will not be able to  
5 differentiate the species that it impacts, and  
6 therefore we will have impact on striped bass, white  
7 perch, and others that the federal side doesn't matter,  
8 yet this project is taking place in state waters and  
9 Talbot County waters and impacts these species, so why  
10 wouldn't it be appropriate for the EIS to provide the  
11 citizens of Maryland a view as to how it will impact  
12 the species that are important to us that live in that  
13 area? Why can't that be accomplished?

14 MS. BORACZEK: I'm not sure that I understand  
15 the question.

16 MR. MENDELSON: I do. (inaudible)

17 MS. BORACZEK: They're not managed under that  
18 particular law. Any environmental impact statement has  
19 to hit some hot buttons, and we've got some specific  
20 laws that we have to specifically cull out and address  
21 in order to evaluate -- basically go down a checklist



1 of laws and executive orders, and that happens to be  
2 one that we had to cull out as a completely separate  
3 section, although it is sort of rolled into some of the  
4 other evaluations as well.

5 MR. ZELINSKE: My name is Paul Zelinske, Z E  
6 L I N S K E. I'm the owner of Jefferson Island. The  
7 first phase and the second phase of Poplar Island I  
8 think has been of great benefit to me and for all the  
9 local marinas as well. The one thing I can say is the  
10 eastern side of our island has increased in erosion.  
11 Perhaps this new third phase or second phase will help  
12 the erosion out there, but the only problem that I see  
13 with it is it puts up a 20 foot wall and blocks our  
14 whole view of Eastern Bay. Hopefully it will stop the  
15 erosion that we are getting, and the new cut that's put  
16 inside there, I'm concerned about silt and stuff  
17 filling in behind us (inaudible) The first phase, I  
18 think you guys did a fantastic job on it, but I'm  
19 always concerned about the erosion (inaudible).

20 MR. JOHNSON: Certainly the erosion that  
21 you're experiencing from Eastern Bay is going to be cut

1 off.

2 MR. ZELINSKE: I think it will cut it off.

3 (inaudible)

4 MR. JOHNSON: That's going to cut off most of  
5 that activity coming down Eastern Bay, and we have  
6 modeled what is going on out there. We will continue  
7 to do that, and we will work with you as far as what is  
8 going on right in this general area and with the  
9 proposed project to make sure that the currents and  
10 wave energy and other impacts are taken care of.

11 MR. ZELINSKE: What happens if we have  
12 increased erosion on our property?

13 MR. JOHNSON: We don't anticipate that, and  
14 we're going to take all measures to insure that that  
15 does not occur. In the unlikely event that it  
16 does (inaudible)

17 MR. ZELINSKE: I see a big difference with  
18 the marina. We used to get a lot of wash there. It  
19 has been a benefit for the marina part down at Poplar  
20 Island there.

21 MR. JOHNSON: You will probably see more

1 benefit from this, as will a greater proportion of the  
2 shoreline. There is a chart in the back of the room --  
3 on the side of the room that will give you an idea of  
4 the increase in wave energy that's going to occur from  
5 having this feature.

6 MR. DIZE: Are there any studies on  
7 (inaudible) relocating soil from the bay side  
8 (inaudible)

9 MR. JOHNSON: As we finalize the design  
10 (inaudible) as we build this feature we're modeling  
11 those things as we speak. We're modeling the currents,  
12 we're modeling the sediment deposition, the retention  
13 line within the harbor, water retention, the water  
14 quality. We're going through a very significant  
15 modeling exercise that we will apply to insure that  
16 what we create will provide good water quality. We  
17 can't afford to have deposition of sand. When we build  
18 all of these wetland cells here, they're going to be  
19 fully open, and we can't afford to have those filled  
20 in. We're very much concerned with that and we're  
21 going to be looking at that very closely.

1           A side benefit of that on Jefferson Island is  
2   that we're going to have to include (inaudible) and  
3   everything that is going on around that in our models,  
4   so we will be able to tell pretty much what is going  
5   on.

6           MR. DIZE: Another question: Will a small  
7   bay boat be able to navigate that area?

8           MR. JOHNSON: Possibly. If you can navigate  
9   this cut here, you probably will be able to navigate  
10  that one.

11          MR. DIZE: What is the width?

12          MR. JOHNSON: We don't know. Right now we're  
13  anticipating 100, 200 feet. It could be as little as  
14  50 feet. We really haven't completed the design. It's  
15  not really intended to be a navigable feature.

16  (inaudible)

17          MR. DIZE: If you put it there, we will go  
18  there.

19          MR. JOHNSON: Part of what we have to do is  
20  determine how wide, how deep, and that's part of what  
21  we'll go through with the final design.

1           MR. DIZE: Because that may be very good  
2 fishing.

3           MR. JOHNSON: It may be. We're looking at it  
4 as being very similar to this little area right in  
5 through there. That's where a lot of our turtles  
6 nest. It's fairly shallow.

7           MR. DIZE: I'm talking about small boats, 18  
8 footers or something.

9           MR. JOHNSON: While we're under construction  
10 we're probably going to chase you out of there, but all  
11 these guts and channels are going to be open. We're  
12 not going to restrict it as long as you stay out of the  
13 dangerous areas.

14          MR. ZELINSKE: At the Poplar Island are you  
15 going to put plants inside there?

16          MR. JOHNSON: No. That was not ever part of  
17 the original project, and we're not proposing it as  
18 part of this project simply because nobody has had any  
19 real demonstrated success at doing that. I don't want  
20 to call it playing around, but we are playing around  
21 with it. Dr. Ailstock from Anne Arundel Community

1 College is out there working in this area here and  
2 working in an area in there seeding, planting, trying  
3 to see if we can make it happen. If he's successful,  
4 then we'll take a look at trying to expand that  
5 operation, but nationwide as far as we know nobody has  
6 been successful yet, so it's not a challenge that we  
7 can really take on and spend a lot of money on. We've  
8 always identified that as an incidental benefit. If  
9 people want to come out and volunteer and try to work  
10 on it like Dr. Ailstock is, that's great.

11 We understand how important that is. There  
12 are too many factors. The water quality is an issue  
13 that we can't control. We can make the harbor calm  
14 enough, but water quality and clarity are things that  
15 we just don't have a lot of control over right now. We  
16 would love to be able to do that.

17 As I said, it's not officially part of the  
18 project. We support a lot of researchers that want to  
19 come out and work on the island, some of which have a  
20 direct relationship to what we're doing and maybe we  
21 can provide funding or other things and some of which

1 do not. SAV is not included in the original  
2 environmental impact statement or the original  
3 authorization other than as an incidental benefit. So  
4 we support as much as we can of that effort.

5 MR. MENDELSON: I would like to add  
6 something to that. The Corps has funded Dr. Ailstock's  
7 research at Poplar (inaudible) and also our research  
8 facility in Vicksburg, Mississippi, has worked with us  
9 and submitted proposals (inaudible)

10 MR. TRACY: Lincoln Tracy, Maryland  
11 Environmental Service. I think one of the things that  
12 gets lost in a lot of discussions is the beneficial use  
13 that the wetlands that we're creating on the island  
14 have to the local fishing industry, the fact that these  
15 wetland cells are providing a large number of bait fish  
16 and providing cover for bait fish, which are then very  
17 likely in the future to attract more predatory fish  
18 into the area. The diamondback terrapins, as cute as  
19 they are, I'm sure are a natural food source for fish  
20 like larger striped bass. Larger quantities will be  
21 entering the environment from Poplar Island (inaudible)

1           MR. JOHNSON: We do have a very extensive  
2 monitoring program that we obviously can't get into a  
3 lot of detail today, but we monitor just about  
4 everything that's going on there, and our marshes are  
5 becoming successful. Sure, a marsh takes a number of  
6 years to develop, but in the cell that we created in  
7 this area a couple of years ago we're already seeing  
8 quite good success. That's through a pipeline. That's  
9 not fully open yet. So we're very much encouraged that  
10 we are going to see a lot of use of the marshes that  
11 we're creating.

12           MR. DIZE: I know what you're saying is true,  
13 but you've also lost some of those unique animals  
14 (inaudible) I know you guys want to say everything is  
15 on the plus side, but there are some minuses. You lose  
16 all the clamming, and that was a hot spot for  
17 clamming. You lose that.

18           MR. JOHNSON: We understand. Remember I did  
19 document the negatives, bay bottom, shallow water.

20           MR. DIZE: When you dredge this large area --  
21 it seems larger all the time, as a matter of fact --



1 when you do that, that bottom is lost. All the clams  
2 are gone. That bottom isn't good for working for quite  
3 a while. So there are downs there. It's not all  
4 pluses.

5 MR. JOHNSON: We understand that. We're not  
6 trying to avoid that. We do have a tendency to pump it  
7 up, but we recognize it. One of the things that we are  
8 trying to do in this area is minimize (inaudible) When  
9 we started this project, one of the criteria was that  
10 we get of all our sand borrow or as much as possible  
11 from within the footprint, and we believe we're going  
12 to be very close to doing this. This is more of a  
13 backup. There is so much uncertainty with the bottom  
14 as to how much sand is out there and how much clay is  
15 out there that we need some contingency backup just in  
16 case other than what we need to finish the project, and  
17 this was identified in the original project as an area  
18 to borrow from to build the project, so we're going to  
19 try to take as little as possible.

20 MR. DIZE: But you understand where I'm  
21 coming from. If you take the area that you've got

1 there, that's a very large area that you're talking  
2 about, and even if you only take 5 feet off of it, it  
3 still ruins that area for commercial crabbing and  
4 commercial clamming for years to come (inaudible) We  
5 would like for you to leave it alone.

6 MR. JOHNSON: We will try as much as  
7 possible, but it's so valuable to us.

8 MR. DIZE: It's valuable to us, too.

9 MR. JOHNSON: We have to go quite a ways away  
10 to find any replacement.

11 MR. DIZE: I realize that, but I'm still  
12 saying that this thing keeps snowballing.

13 MR. JOHNSON: While we're at it I will  
14 address that one statement you said about this becoming  
15 another Hart-Miller or going on and on. If you read  
16 the recommendations in the report or if you look to the  
17 frequently asked questions, it will speak to it much  
18 better than I'm going to be able to here.

19 As you said rightfully so, we do have to  
20 look at the existing site first. We made a strong  
21 statement in this report saying that we do not

1 believe -- and it will be signed by everybody that  
2 signs this report -- that we do not believe in the  
3 future expansion would be worthwhile or would be in the  
4 interest of the government, if you will. We hear what  
5 you're saying and we're with you on that, but we  
6 can't -- as you very well said, our bosses are not  
7 going to let us say absolutely not. We made as strong  
8 a statement as we possibly could.

9           The other point that I would like to make is  
10 again your trust in Mark is well placed. The State of  
11 Maryland is working hard to get that replacement area  
12 in the Eastern Bay. We can't control what is going on  
13 there, but we understand it is moving forward and we're  
14 hoping to see something come in the fall. Mark  
15 continues to bug them to the point where they're tired  
16 of hearing from him. We are trying to impress that as  
17 well. Other questions?

18           MR. SNYDER: Mike Snyder with the Corps.  
19 Just to go back to your point about the borrow area, I  
20 just want to reinforce what you said and maybe  
21 elaborate a little bit. The plan is not to disturb the

1 entire area by taking a little bit off and going down,  
2 but rather to work from one end and just take what is  
3 necessary and disturbing a minimum area. So rather  
4 than just taking 5 feet over the whole area, we might  
5 be taking 10 or 15 feet off of a smaller area and  
6 leaving as much undisturbed as we can.

7 MR. JOHNSON: That's kind of what I was  
8 trying to say, but not very well.

9 MR. DIZE: How long will it take to fill up?

10 MR. JOHNSON: An additional seven years.  
11 That's just to fill in. The existing project we're  
12 going to be filling until 2015. Add seven years to  
13 that will be about 2022. After the last filling we  
14 still have a number of years to develop habitat. So we  
15 will be out there for quite some time, but actually  
16 filling with dredged material, 2022, in that  
17 neighborhood.

18 UNIDENTIFIED PARTICIPANT: Well, the first  
19 half is supposed to last 20 to 25 years and it has been  
20 nine, and now you're already asking for more area.

21 MR. JOHNSON: Yes.

1 UNIDENTIFIED PARTICIPANT: So you  
2 underestimated that.

3 MR. JOHNSON: Well, let me go back.

4 UNIDENTIFIED PARTICIPANT: There must be some  
5 underestimation because it has been half the time  
6 required to fill it and it's filled.

7 MR. JOHNSON: Remember the presentation. The  
8 channel that we're looking at in the northern  
9 approach -- southern approach to the C & D Canal that  
10 we're adding as part of this, that adds --

11 UNIDENTIFIED PARTICIPANT: I remember now  
12 what you're talking about.

13 MR. JOHNSON: State law requires closure of  
14 the Pooles Island site in 2010. So effectively what  
15 that did is we take annually about 2 million yards out  
16 of this, and that's how this project was designed.  
17 This has no place to go after 2010. That was  
18 unanticipated in the original project. So we're adding  
19 another third every year -- another 30 percent every  
20 year of a requirement that the only option right now is  
21 Poplar Island.

1           So in a way you can say we didn't anticipate  
2 it, but then again we didn't anticipate the state law  
3 either, the law change. So you're right and not quite  
4 right.

5           MR. DIZE: Isn't there a new site being built  
6 (inaudible)

7           MR. JOHNSON: You're talking about  
8 Masonville. Yes, that's another site, but that's  
9 pretty much exclusively intended for this material  
10 here. Those areas are quite small. This is a critical  
11 need in here as well, and so those are going to be  
12 pretty much restricted to about 500,000 a year tops as  
13 opposed to the 3.2 million that we're going to have to  
14 deal with out here. We've got issues in both areas.

15           UNIDENTIFIED PARTICIPANT: When do you expect  
16 to start construction?

17           MR. JOHNSON: If we get authorized and  
18 Congress gives us the money, we could start  
19 construction in approximately 2008 would be the  
20 earliest I would anticipate. It would probably take  
21 two or three years for construction very similar to

1 what we went through with the initial project.

2 UNIDENTIFIED PARTICIPANT: You don't have any  
3 funding yet?

4 MR. JOHNSON: No. The process is you do a  
5 report, Congress authorizes it, then they appropriate  
6 funds in the budget for it. Then Congress gives us  
7 funds and then we start. We budget two years out.  
8 We're always looking two years ahead.

9 MS. SPENCE: I guess I just wanted to reflect  
10 on what I'm hearing tonight from Mr. Dize and the other  
11 watermen and the gentleman who owns Jefferson Island,  
12 and I guess it's my concern as well. I'm speaking  
13 really for myself. I can't speak for the whole entire  
14 county council because they're not all here and  
15 certainly there is no vote on this, but my perspective  
16 is that there is reluctant agreement that this is  
17 probably going to happen, the addition. I mean we're  
18 certainly not a large enough entity to prevent anything  
19 like this from happening and there are some  
20 trade-offs. It sounds like they're going to be worked  
21 out, but there is significant concern about any further

1 expansion beyond what you've presented here tonight  
2 and going out beyond 2022 that would cause us at the  
3 county level certainly to want to enlist help at the  
4 federal level to really investigate any additional  
5 expansion and to have severe concern about that.

6           We could perhaps live with this, but anything  
7 beyond that -- what I understand is you have need in  
8 perpetuity for a site for dredged material. Poplar  
9 Island in our view would be out of bounds beyond 2022,  
10 and we would work to prevent that from happening before  
11 any further expansion.

12           That's a long way out, but that's what I'm  
13 hearing tonight from the residents here, and I would  
14 share that. We will all be somewhere else by the time  
15 this evolves down the line, but I think for the county  
16 record I would definitely like those views to be made  
17 here to the council so that my successors can keep an  
18 eye on it and be part as they have at this point of the  
19 decision making and know that their view is not to  
20 continue expansion beyond what you're presenting here  
21 tonight.



1           MR. JOHNSON: These views will be  
2 incorporated into the report. I would suggest that  
3 during this comment period if you could formally send  
4 us something stating that, we would appreciate that.  
5 This whole team, federal, state resource agencies, and  
6 everybody here, we love this project. We want to be  
7 good neighbors as much as we possibly can, and this is  
8 something that needs to be done unfortunately. We're  
9 in a position where the Port of Baltimore needs to be  
10 kept open, the channels need to be kept open, and  
11 something has to be done with the dredged material.

12           I encourage anybody to submit something in  
13 writing. You've made your statements for the record  
14 and that's great. It's entirely up to you. It's one  
15 thing to make a statement here and it gets buried  
16 (inaudible)

17           MS. SPENCE: I will submit that and ask  
18 council if they will send a letter. That will be my  
19 request to them next Tuesday, and I'll let you know  
20 what their response is.

21           MR. DIZE: Great.

1           MR. JOHNSON: Unless there are any further  
2 questions --

3           MS. HALSEY: I'm a shoreline resident. In  
4 the interest of being a good neighbor -- honestly, it's  
5 not going to affect me all that much, but I do have  
6 neighbors to the north that are very concerned about  
7 the noise and the lights. I know that when they see  
8 this, they're going to be very unhappy. Is there any  
9 way to minimize the noise and the lights during the  
10 construction?

11           MR. JOHNSON: Certainly there are times when  
12 we are out there at night now. We have to be out  
13 there, but during construction, that's when you have  
14 the possibility of 24 hours a day sometimes. I'm not  
15 saying that's always going to happen. The lights are a  
16 safety necessity. We have requirements for safety that  
17 an area where workers are doing whatever be illuminated  
18 to a certain brightness for safety purposes.

19                   So other than trying to keep those lights  
20 directed more locally, I'm not sure that we can do much  
21 there. The other concern is noise. You're probably

1 hearing backup alarms.

2 MS. HALSEY: You can hear the rocks  
3 dropping. It sounds like an earthquake.

4 MR. JOHNSON: I'm not sure we can muffle that  
5 either.

6 MS. HALSEY: Can you make it where you can't  
7 do anything at night?

8 MR. JOHNSON: It's always possible that we  
9 could restrict the activities at night, but the  
10 trade-off there is do you want them working out there  
11 four or five years or do you want them to get it over  
12 with in say two or three?

13 MS. HALSEY: As everybody said, we thought  
14 the project was going to be over.

15 MR. JOHNSON: That's true, too. It's quite a  
16 dilemma.

17 MS. HALSEY: I understand.

18 MR. JOHNSON: Certainly there are some things  
19 that we can do, but a lot of lights are just the nature  
20 of the construction activity.

21 MS. HALSEY: Hopefully I'm not going to see

1 or hear anything.

2 MR. JOHNSON: Hopefully not.

3 MS. HALSEY: It mainly bothers people at  
4 night. When we're trying to sit outside with company,  
5 it's like sitting next to Route 95 with traffic.  
6 You're right. You can hear the backing up.

7 MR. JOHNSON: That is an absolute safety  
8 requirement.

9 MS. HALSEY: Thank you.

10 MR. JOHNSON: Any other questions? We will  
11 stay afterwards if anybody wants to come up and talk to  
12 us individually. There are some viewshed charts back  
13 there. We're going to conclude this meeting. Thank  
14 you all for coming.

15 (Whereupon at 9:05 p.m. the meeting was  
16 concluded.)

17

18

19

20

21

## A

ability 13:3  
 able 28:3 32:4 36:4,7,9  
 38:16 42:18  
 about 3:5,7 9:5,15,16  
 21:19 23:4,5 29:19  
 29:21 33:16,19 37:7  
 40:3 42:2,14 43:19  
 44:13 45:12,15 46:7  
 46:12 47:21 48:5  
 50:6  
 above-captioned 1:6  
 absolute 52:7  
 absolutely 43:7  
 accept 17:19  
 acceptance 8:11  
 accepting 15:16 16:18  
 access 10:4,11  
 accessibility 14:8  
 accommodate 8:1  
 accomplished 29:2  
 32:13  
 achieve 13:18  
 achieving 12:21  
 acre 13:5 17:16 30:5  
 acres 9:5,8 12:2 27:21  
 Act 4:7 7:5 31:7,14  
 action 4:18,19,20 5:16  
 6:5,19 11:19,21  
 actions 4:14,21 7:6 8:8  
 9:17,18 10:1,9 28:12  
 activities 9:16 10:12  
 28:2 51:9  
 activity 34:5 51:20  
 actually 31:9 44:15  
 add 39:5 44:12  
 adding 13:21 45:10,18  
 addition 14:19 15:7  
 21:10 27:12 28:19  
 47:17  
 additional 4:4 5:21  
 7:16 8:3 13:20 14:4  
 15:4,5 17:2,11 18:4  
 29:3 44:10 48:4  
 additions 8:13  
 address 9:20,21 20:3  
 26:11 30:13 31:16  
 32:2,20 42:14  
 adds 12:12 13:11 45:10  
 Administration 3:2  
 20:13,18 21:3  
 advice 29:1  
 aesthetics 14:13  
 affect 50:5  
 affiliation 20:10  
 afford 35:17,19  
 after 3:20 16:10 44:13  
 45:17  
 afterwards 52:11  
 again 43:10 46:2

against 22:15  
 agencies 6:17 14:2  
 16:11,18 18:14 21:12  
 28:10 29:10 31:9  
 49:5  
 agency 3:2 5:14  
 ages 17:6  
 ago 23:19 40:7  
 agreement 47:16  
 ahead 47:8  
 Ailstock 37:21 38:10  
 Ailstock's 39:6  
 air 5:3  
 alarms 51:1  
 alignment 10:16 11:9  
 17:16  
 alignments 10:14  
 allow 8:2  
 allowing 3:10  
 alone 42:5  
 along 3:1 28:21  
 already 9:9 22:19 40:7  
 44:20  
 alternative 11:19,20,20  
 12:1,7,8,12,18 13:1,5  
 13:6,9,11,15,19  
 14:15  
 alternatives 4:18 6:4  
 11:17 14:14  
 although 31:19 33:3  
 always 33:19 38:8 47:8  
 50:15 51:8  
 America 8:17  
 analysis 6:16  
 analyzes 4:19  
 anglers 27:8  
 animal 23:7  
 animals 23:6 40:13  
 Anne 19:16 37:21  
 Anne's 19:15  
 annually 45:15  
 another 22:14 29:20  
 30:2 36:6 42:15  
 45:19,19 46:8  
 answer 3:19 24:3  
 answers 29:18  
 anticipate 34:13 46:1,2  
 46:20  
 anticipating 36:13  
 anybody 29:15 30:12  
 49:12 52:11  
 anyone 19:19  
 anything 23:1,4,5  
 47:18 48:6 51:7 52:1  
 apparently 30:17  
 apply 35:15  
 appreciate 49:4  
 approach 15:10 16:1  
 16:12,15 17:20 20:8  
 45:9,9

appropriate 32:10 47:5  
 approximately 12:5  
 16:4 46:19  
 aquatic 5:3 18:11  
 area 10:5,11,19 22:1,1  
 22:2,4,10,12,13 23:8  
 23:10,10,18 24:9,10  
 24:10 25:14,15 26:2  
 26:16,18 28:6 31:2  
 31:16 32:13 34:8  
 36:7 37:4 38:1,2  
 39:18 40:7,20 41:8  
 41:17,21 42:1,3  
 43:11,19 44:1,3,4,5  
 44:20 50:17  
 areas 9:1 10:7 17:2  
 23:11 28:19 30:21  
 37:13 46:10,14  
 Army 2:21 21:4  
 around 8:5 10:19 25:2  
 36:3 37:20,20  
 Arundel 19:16 37:21  
 asked 4:3 21:21 22:1,6  
 23:12,13 24:8 26:6  
 42:17  
 asking 44:20  
 assessment 4:14  
 assessments 11:21  
 assists 4:21  
 associated 5:15 13:2  
 14:9  
 Association 21:18 27:6  
 assume 30:18  
 assuming 32:4  
 assumptions 7:3  
 attendance 20:6  
 attention 8:19 20:5  
 attract 39:17  
 attracted 8:18  
 attracts 9:9  
 August 19:6 20:3  
 authorization 39:3  
 authorized 7:2,4 8:12  
 15:18 16:16 46:17  
 authorizes 47:5  
 available 19:1  
 Avenue 1:8  
 avoid 41:6  
 award 8:18  
 away 42:9

## B

B 27:4  
 back 21:20 35:2 43:19  
 45:3 52:12  
 backing 52:6  
 backup 41:13,15 51:1  
 bait 39:15,16  
 Baltimore 2:21 7:14  
 15:10,20 49:9

bar 25:17 26:8,10  
 Barren 8:4 25:15 30:7  
 bars 10:20  
 based 6:12 7:2 11:14  
 16:17  
 basically 32:21  
 bass 28:5 30:20 31:6,11  
 32:6 39:20  
 bay 9:9 10:10 14:17  
 23:11 24:9,11 31:11  
 31:19,20 33:14,21  
 34:5 35:7 36:7 40:19  
 43:12  
 Baynard 27:2,3,4  
 30:13 32:3  
 become 8:16 22:18  
 becoming 40:5 42:14  
 before 1:9 9:15 22:12  
 23:18,21 24:17 25:14  
 26:3,16 48:10  
 begin 3:4  
 beginning 7:15 19:1  
 begins 5:12  
 behind 30:4 33:17  
 being 9:2 10:1 12:10  
 15:14 16:6 23:9 37:4  
 46:5 50:4  
 believe 13:17 27:15,20  
 28:15 41:11 43:1,2  
 below 22:1  
 beneficial 8:3,16 12:15  
 21:7 39:12  
 benefit 29:4 33:8 34:19  
 35:1 36:1 38:8 39:3  
 benefits 11:15 14:11  
 15:2  
 best 23:10,11  
 better 4:9 13:17 42:18  
 between 12:14  
 beyond 27:19 48:1,2,7  
 48:9,20  
 big 34:17  
 bird 14:4 15:4 17:1  
 birds 9:11 23:3  
 bit 30:1,4 43:21 44:1  
 Blackwater 8:5 30:9  
 blast 24:21  
 blocks 33:13  
 blue 14:3 15:17 26:19  
 boat 36:7  
 boats 37:7  
 Boraczek 31:3,4,4  
 32:14,17  
 borrow 10:4,6,11  
 41:10,18 43:19  
 boss 24:1,4 26:15  
 bosses 23:13 43:6  
 both 8:10 14:14 30:10  
 46:14  
 bother 23:14

bothers 52:3  
 bottom 10:10 14:17  
 22:5,5 24:5,6,6 40:19  
 41:1,2,13  
 bounds 48:9  
 branch 19:13,14  
 breaks 25:5  
 breakwaters 14:4  
 bridge 12:14  
 brightness 50:18  
 bring 24:18  
 Brown 20:12,16,17  
 budget 47:6,7  
 bug 43:15  
 build 35:10,17 41:18  
 built 46:5  
 bulkhead 10:6  
 bullet 24:19  
 buried 49:15  
 buttons 32:19

## C

C 16:2,13,16 17:21  
 45:9  
 call 24:10 37:20  
 called 30:3  
 calm 38:13  
 Canal 16:2,13,16 17:21  
 45:9  
 capacity 7:15 8:2 9:4  
 11:15 12:3,13 13:12  
 15:9 18:16  
 care 34:10  
 Carol 1:9,21  
 carry 19:21  
 case 41:16  
 cause 48:2  
 CCA 27:10  
 CD 19:17  
 cell 10:3,8,8 13:8 22:1  
 40:6  
 cells 12:12 13:11 17:19  
 35:18 39:15  
 Centerville 27:5  
 certain 50:18  
 certainly 33:20 47:15  
 47:18 48:3 50:11  
 51:18  
 challenge 38:6  
 challenges 13:1  
 change 14:20 46:3  
 changed 24:15  
 changing 7:2 25:2,21  
 26:1  
 channel 10:4,11 24:11  
 45:8  
 channels 7:14 8:12  
 15:10,17,17,19 16:2  
 16:5,13,15,19 17:20  
 24:12 37:11 49:10

<p>chart 35:2  charts 52:12  chase 37:10  check 26:16  checklist 32:21  Chesapeake 9:8 23:11  31:11  choose 3:15  citizens 10:18 17:7  21:12,13 32:11  clam 22:5  clamming 22:11,13  23:11 40:16,17 42:4  clams 41:1  clarity 38:14  clay 41:14  close 10:3 16:8 41:12  closely 35:21  closure 45:13  CNN 8:20  Coaches 15:7  Coastal 8:17 27:5  colleague 3:12  College 38:1  combination 11:10  17:18  come 8:6 25:13 38:9,19  42:4 43:14 52:11  comes 25:17  coming 2:6 24:15 34:5  41:21 52:14  commencing 1:9  comment 1:3 2:12 3:7  5:17 6:7 19:1,3,6  20:11 27:14 32:3  49:3  comments 3:8,12 4:2  6:9,12 20:2,7  commercial 29:9 42:3  42:4  commercials 28:3  committee 29:5  community 9:10 17:6  29:10 37:21  company 52:4  compensate 24:9  complete 8:8 9:17  17:14  completed 5:7 7:10,11  9:14 36:14  completely 31:1 33:2  completion 21:14  complexity 14:1  comply 7:6  component 15:15  28:18  components 8:14 9:13  17:8,10  comprehensive 7:12  concepts 29:1</p>	<p>concern 29:7 31:18  32:1 47:12,21 48:5  50:21  concerned 33:16,19  35:20 50:6  concerns 10:18 16:17  18:13 27:8,17,18  conclude 52:13  concluded 3:18 52:16  concludes 29:16  conclusion 3:20 30:5  conditions 7:3  conducted 11:1  Congress 7:8 46:18  47:5,6  consequences 4:20 6:4  Conservation 27:6  consider 8:11,13 29:11  considerations 11:16  14:8  considered 5:2 10:16  10:17 15:21 16:3  17:3  considering 16:18 18:3  consistency 18:12  consistent 15:12 17:8  18:10  consists 12:1  construct 17:16  constructed 14:5  constructing 10:5  construction 9:6,12  10:7 15:1 37:9 46:16  46:19,21 50:10,13  51:20  consultation 16:11  consultations 31:16  contingency 41:15  continually 21:11 26:1  continuation 16:21  continue 12:5 27:18  34:6 48:20  continued 20:14 28:20  continues 17:5 43:15  control 38:13,15 43:12  coordination 4:10  copies 19:19 20:1  copy 4:2 27:11  cord 24:19  Corps 2:21 3:1 7:11,18  21:4 23:20 28:9 39:6  43:18  cost 10:18 28:12  costly 19:21  council 2:3 30:18 47:14  48:17 49:18  county 2:3 19:13,14,15  19:16 21:13 25:18  32:9 47:14 48:3,15  couple 23:19 25:6 40:7</p>	<p>Coupled 12:10 13:10  court 3:8 20:9  cover 39:16  coverage 8:20  covers 31:14  crab 22:5 23:10 24:18  crabbing 22:11,13 42:3  create 35:16  created 40:6  creating 39:13 40:11  creation 12:8 13:2  criteria 41:9  critical 46:10  cubic 9:3 12:4,12 13:11  16:5  cull 32:20 33:2  cultural 5:4 14:12  current 28:13  currently 8:12 12:4  15:18 16:6 29:8  currents 34:9 35:11  cut 33:15,21 34:2,4  36:9  cute 39:18</p> <hr/> <p style="text-align: center;"><b>D</b></p> <p>D 16:2,13,16 17:21  27:4 45:9  dangerous 37:13  data 16:10  date 13:17  day 50:14  days 6:7 27:10  deal 46:14  December 19:8  decision 4:10 6:15,15  19:8 48:19  decisions 5:1  deemed 15:13  deep 10:20 36:20  definitely 48:16  definitive 27:14  demonstrated 37:19  deposition 35:12,17  design 13:20 18:5 35:9  36:14,21  designated 13:9  designed 45:16  desk 4:5  detail 9:20 40:3  detailed 11:17  determine 11:3 36:20  determined 16:12  develop 17:21 40:6  44:14  developing 29:5  development 7:5 29:6  diamondback 39:18  difference 34:17  differentiate 32:5</p>	<p>differently 31:12  dike 10:7 11:11  dilemma 51:16  direct 38:20  directed 50:20  discharge 10:5  discussed 9:19 23:18  discussions 39:12  displaced 23:9 24:13  displays 2:7  District 3:1  disturb 22:10,10 43:21  disturbance 10:10  disturbing 44:3  diverse 9:10  diversity 13:21  Dize 21:18,19 29:21  35:6 36:6,11,17 37:1  37:7 40:12,20 41:20  42:8,11 44:9 46:5  47:10 49:21  DMMP 7:19 15:9  document 4:1,16 5:15  7:1 9:21 40:19  documented 4:14  documents 4:17 6:15  doing 4:20 22:14 25:20  37:19 38:20 41:12  50:17  done 49:8,11  down 9:5 25:5,5 32:21  34:5,19 44:1 48:15  downs 41:3  Dr 37:21 38:10 39:6  draft 3:5 6:2,6,8,10,13  17:14 18:9,21  dredge 22:8 40:20  dredged 7:11,13 8:11  8:16 9:3 10:6 11:15  12:4 13:2,4 15:8,16  16:1,14 17:19 21:1,8  22:8 28:20 44:16  48:8 49:11  dredging 10:4 26:2  dropping 51:3  during 6:9 22:2 49:3  50:9,13</p> <hr/> <p style="text-align: center;"><b>E</b></p> <p>E 27:4 33:5,6  EA 31:4  each 10:16 14:15 16:7  earlier 23:2  earliest 46:20  early 19:9  earthquake 51:3  east 10:15  eastern 24:9,11 33:10  33:14,21 34:5 43:12  Easton 2:9 19:4,14</p>	<p>economic 11:15  ecosystems 18:14  edge 26:7,8,9  educational 8:14 16:20  17:7 18:1,7,17  effect 4:8  effectively 45:14  effort 39:4  EIS 4:15,17,21 5:3,6,9  7:10 27:11 30:13  32:10  either 46:3 51:5  elaborate 43:21  Elementary 1:8 19:5  19:15  elements 21:1  elsewhere 16:9  embayment 14:3 18:5  28:16  enclosed 4:4  encourage 29:10 49:12  encouraged 40:9  end 2:14 23:15,16,17  44:2  energy 34:10 35:4  engineered 28:7  engineering 10:17 31:5  Engineers 2:21 21:4  enhance 13:21  enhancements 18:1  enjoyed 27:11  enlist 48:3  Enoch 19:17  enough 7:7 9:19 38:14  47:18  enter 3:14  entered 3:9  entering 39:21  entire 44:1 47:13  entirely 49:14  entity 47:18  environment 4:9 39:21  environmental 1:1 2:19  4:7,13,15,19 5:2 6:4  6:20 10:17 11:14  13:20 14:12 18:4  19:12 20:20 21:5,15  32:18 39:2,11  environmentally 5:1  12:7,17 21:8  eroded 9:5  erosion 15:7 18:15  33:10,12,15,19,20  34:12  essentially 14:15  establishment 29:6  evaluate 5:15 7:19 8:9  10:12 32:21  evaluated 7:21 11:9  14:13 15:16</p>
--	--	--	---	---

**evaluates** 4:18 6:2  
**evaluating** 18:16  
**evaluation** 7:12 14:6  
 16:10 30:16  
**evaluations** 33:4  
**even** 42:2  
**evening** 2:17 20:16  
 29:17  
**event** 34:15  
**ever** 37:16  
**every** 22:10 45:19,19  
**everybody** 43:1 49:6  
 51:13  
**everyone** 3:10 20:16  
**everything** 25:7,8 36:3  
 40:4,14  
**evolves** 48:15  
**excellent** 28:4  
**exclusively** 46:9  
**executive** 33:1  
**exercise** 35:15  
**existing** 7:3,10,19 8:8  
 8:15 9:13,18 10:15  
 11:4 12:1,3,11,19  
 13:10,15,17 15:12  
 16:10 17:15,19 18:13  
 18:14 21:20 25:10,14  
 42:20 44:11  
**expand** 10:14 27:19  
 38:4  
**expanding** 25:12  
**expansion** 5:8 7:20 8:1  
 8:9 9:15 10:12 11:5,7  
 11:10,13,14 12:10  
 13:7 14:14,19 15:2,8  
 15:11 20:21 21:9,15  
 21:20 22:4,4 26:5  
 27:16 28:15 30:4  
 43:3 48:1,5,11,20  
**expect** 46:15  
**experiencing** 33:21  
**expertise** 31:2  
**explain** 4:6  
**explanation** 2:8  
**explore** 25:14,16  
**expressed** 16:17  
**extend** 19:6  
**extended** 15:1  
**extends** 12:13 13:12  
**extensive** 11:5 40:1  
**extent** 5:18  
**eye** 48:18

---

**F**


---

**face** 2:4  
**facility** 39:8  
**fact** 7:18 39:14 40:21  
**factors** 5:2 10:18 38:12  
**fairly** 37:6  
**fall** 11:2 43:14

**fantastic** 33:18  
**far** 34:7 38:5  
**feature** 35:5,10 36:15  
**features** 13:20 14:2,6  
 18:5  
**federal** 4:8,12 5:13,14  
 6:17,19 14:2 16:11  
 21:11 30:18 31:8  
 32:7 48:4 49:5  
**feet** 22:20,21 24:19,20  
 26:5 36:13,14 42:2  
 44:4,5  
**few** 5:5 27:10  
**fill** 23:16 44:9,11 45:6  
**filled** 24:2 35:19 45:6  
**filling** 22:8 33:17 44:12  
 44:13,16  
**final** 6:13,14,15 19:7  
 36:21  
**finalize** 35:9  
**finally** 8:13  
**find** 28:4,10 42:10  
**finish** 41:16  
**first** 4:6 7:19 8:7 10:13  
 11:19 19:4 20:11  
 21:17,20 22:19 25:10  
 31:5 33:7,17 42:20  
 44:18  
**fish** 9:11 15:5 30:9,14  
 30:15 39:15,16,17,19  
**Fishery** 31:17  
**fishing** 22:13 28:5,14  
 37:2 39:14  
**five** 3:12 17:13 51:11  
**floor** 3:18 20:6 29:17  
**fly** 28:4  
**follow** 19:8  
**followed** 3:6 18:19  
**Following** 6:7  
**food** 39:19  
**foot** 10:8 12:11 13:10  
 17:18 33:13  
**footers** 37:8  
**footprint** 9:5 13:5  
 14:18 41:11  
**footprints** 14:13  
**form** 29:5  
**formal** 3:4,9,12,17,20  
 20:7 29:16  
**formally** 49:3  
**forth** 29:1  
**forward** 21:10 28:14  
 43:13  
**Foster** 1:8  
**four** 51:11  
**fourth** 6:1  
**Free** 19:17  
**frequently** 4:3 42:17  
**from** 3:16 6:12 7:6 8:11  
 10:6,9 14:20,21

15:16,19 16:1,5,12  
 16:15,19 17:20 19:17  
 23:9 24:13 26:7 30:8  
 33:21 35:1,4,7 37:21  
 39:21 41:11,18,21  
 43:16 44:2 47:10,19  
 48:10,13  
**front** 3:13  
**full** 24:21  
**fully** 9:20 35:19 40:9  
**funded** 39:6  
**funding** 38:21 47:3  
**funds** 47:6,7  
**further** 14:6 47:21  
 48:11 50:1  
**future** 18:1 25:13 29:7  
 29:12 39:17 43:3

---

**G**


---

**game** 26:1  
**gap** 12:14  
**general** 2:18 6:19  
 19:11 34:8  
**generally** 6:9  
**generation** 12:15 30:7  
**gentleman** 47:11  
**geographic** 11:8  
**geographically** 10:13  
**gets** 24:21 39:12 49:15  
**getting** 33:15  
**give** 6:18 35:3  
**gives** 46:18 47:6  
**go** 2:15 8:12 23:17,21  
 24:20 26:9 32:21  
 36:17,21 42:9 43:19  
 45:3,17  
**goal** 4:9 29:8  
**going** 2:1,11 22:3,7,9  
 22:16 23:14,17 24:1  
 24:4 25:11,12,12,20  
 26:4,15,15 29:17  
 30:2 31:2 33:21 34:4  
 34:6,8,14 35:4,14,18  
 35:21 36:2,3,4 37:10  
 37:11,12,15 40:4,10  
 41:11,18 42:15,18  
 43:7,12 44:1,12  
 46:11,13 47:17,20  
 48:2 50:5,8,15 51:14  
 51:21 52:13  
**gone** 41:2  
**good** 2:17 20:16 22:11  
 22:13 25:11 31:1  
 35:16 37:1 40:8 41:2  
 49:7 50:4  
**government** 43:4  
**Grade** 22:5  
**great** 9:11 25:8 33:8  
 38:10 49:14,21  
**greater** 12:18 24:16

35:1  
**group** 29:5  
**groups** 11:3 17:6  
**grow** 17:5 27:18  
**GRR** 7:1,6  
**guess** 2:13 29:21 47:9  
 47:12  
**guidance** 7:18  
**guts** 37:11  
**guys** 33:18 40:14

---

**H**


---

**H** 27:4  
**habitat** 9:1,2,7,8 10:10  
 11:12 12:9,10 13:7,9  
 13:14 14:5,17,17,18  
 15:4,5 17:9,17,17  
 28:1 30:14 44:14  
**habitats** 14:1 15:13  
 18:12  
**Habor** 18:15  
**half** 9:2 44:19 45:5  
**HALSEY** 50:3 51:2,6  
 51:13,17,21 52:3,9  
**handle** 13:3  
**happen** 26:15 38:3  
 47:17 50:15  
**happening** 47:19 48:10  
**happens** 30:1 33:1  
 34:11  
**happy** 26:14  
**harbor** 15:4,20 35:13  
 38:13  
**hard** 19:19 43:11  
**harm** 22:21  
**Hart-Miller** 22:18,19  
 22:21 27:19 42:15  
**having** 35:5  
**hear** 43:4 51:2 52:1,6  
**heard** 3:16 23:4,5  
**hearing** 43:16 47:10  
 48:13 51:1  
**heights** 11:11  
**held** 6:9  
**help** 15:8 28:11 33:11  
 48:3  
**helps** 9:7  
**heron** 26:19  
**hey** 23:7 26:16  
**Hilary** 2:2  
**him** 43:16  
**hinted** 30:1  
**historic** 9:4  
**hit** 32:19  
**holding** 19:3  
**hometown** 23:9  
**honestly** 50:4  
**hope** 28:21  
**Hopefully** 33:14 51:21  
 52:2

**hoping** 43:14  
**hot** 32:19 40:16  
**hours** 50:14  
**hunky-dory** 25:7,9  
**hydraulics** 24:15

---

**I**


---

**idea** 22:3 35:3  
**ideal** 28:1  
**identified** 7:15 14:16  
 15:9 32:1 38:8 41:17  
**identify** 5:18  
**illuminated** 50:17  
**illustrates** 5:11  
**impact** 2:19 4:13,15  
 6:21 10:9 11:21  
 19:12 30:16 32:6,11  
 32:18 39:2  
**impacts** 5:15 9:20 14:9  
 14:10,15,16,21 32:5  
 32:9 34:10  
**implementation** 17:11  
 21:14  
**important** 4:1 12:20  
 15:11 28:18 32:12  
 38:11  
**impress** 43:16  
**improve** 28:13  
**inaudible** 2:10 30:10  
 30:11 32:16 33:17,19  
 34:3,16 35:7,8,10  
 36:2,16 39:7,9,21  
 40:14 41:8 42:4 46:6  
 49:16  
**inception** 21:6  
**inch** 19:20  
**incidental** 38:8 39:3  
**include** 5:3 10:3 14:2  
 15:2 18:11 29:8 36:2  
**included** 10:1 11:21  
 17:12 39:1  
**includes** 4:12 17:5  
 28:16  
**including** 8:20 9:10  
 10:7 14:7,11 18:5  
**inclusive** 21:1  
**incorporated** 49:2  
**incorporation** 17:10  
 18:4  
**increase** 35:4  
**increased** 33:10 34:12  
**indicate** 3:13  
**indicated** 15:17,20  
 16:3  
**individually** 3:21 52:12  
**industry** 39:14  
**inflows** 13:4  
**information** 4:4 6:18  
 27:14 30:19  
**informative** 27:12

<p><b>initial</b> 47:1  <b>initially</b> 10:16  <b>input</b> 11:6 18:6  <b>inside</b> 25:4 33:16 37:15  <b>Instead</b> 9:20  <b>insure</b> 34:14 35:15  <b>integration</b> 17:1  <b>intended</b> 36:15 46:9  <b>intent</b> 5:12 6:10 18:19  <b>interest</b> 3:10 11:3 18:8  30:8 43:4 50:4  <b>interested</b> 17:6 23:6  <b>interests</b> 27:8  <b>internationally</b> 22:17  <b>interpretive</b> 17:1  <b>introduce</b> 20:12  <b>investigate</b> 48:4  <b>invited</b> 5:17  <b>involved</b> 25:19 28:10  28:21 29:6  <b>island</b> 1:1,9 2:8,18 5:6  5:8 6:19 7:3,20 8:1,3  8:4,4,10,13 9:1,4,7,8  9:9,16 10:14,20 15:3  15:6,7,18,21 16:4,6,7  16:14,17,21 17:4,9  17:14,19,21 18:2,12  19:10 20:15,20,21  21:4,9,10,14,16,21  22:15,18,20 25:15,16  27:16,19 28:7 29:20  30:3,4,5,6,7 33:6,7  33:10 34:20 36:1  37:14 38:19 39:13,21  45:14,21 47:11 48:9  <b>issue</b> 38:12  <b>issued</b> 19:7  <b>issues</b> 5:19 27:20 46:14</p> <hr/> <p style="text-align: center;"><b>J</b></p> <p><b>James</b> 8:4 25:15 30:6  <b>Jane</b> 31:2,4  <b>Janet</b> 24:17 25:5  <b>January</b> 4:8 18:20  <b>Jeff</b> 3:12  <b>Jefferson</b> 15:6 33:6  36:1 47:11  <b>Jerry</b> 24:17 25:5  <b>job</b> 33:18  <b>Johnson</b> 2:15,20 21:17  27:1 29:13 30:2 31:1  33:20 34:4,13,21  35:9 36:8,12,19 37:3  37:9,16 40:1,18 41:5  42:6,9,13 44:7,10,21  45:3,7,13 46:7,17  47:4 49:1 50:1,11  51:4,8,15,18 52:2,7  52:10  <b>July</b> 1:7</p>	<p><b>June</b> 18:19,21 19:1  <b>jurisdiction</b> 31:19  <b>just</b> 2:4 25:7 26:19  27:10 38:15 40:3  41:15 43:19,20 44:2  44:4,11 47:9 51:19</p> <hr/> <p style="text-align: center;"><b>K</b></p> <p><b>K</b> 33:6  <b>keep</b> 15:9 24:4 25:11  29:11 48:17 50:19  <b>keeps</b> 42:12  <b>kept</b> 49:10,10  <b>key</b> 20:14  <b>kind</b> 44:7  <b>know</b> 2:3,4 23:16 24:3  25:8 36:12 38:5  40:12,14 48:19 49:19  50:7</p> <hr/> <p style="text-align: center;"><b>L</b></p> <p><b>L</b> 33:6  <b>lands</b> 4:12  <b>large</b> 39:15 40:20 42:1  47:18  <b>larger</b> 39:20,20 40:21  <b>last</b> 2:9 19:4 22:1,6  23:15 27:10 44:13,19  <b>lasting</b> 3:5  <b>lateral</b> 11:7,9,10,13,14  12:10 13:6 14:19  17:16  <b>laterally</b> 8:10  <b>law</b> 4:8 16:7 31:7,13  32:18 45:13 46:2,3  <b>laws</b> 32:20 33:1  <b>leach</b> 26:10  <b>learn</b> 25:3  <b>least</b> 30:1  <b>leave</b> 24:17 42:5  <b>leaving</b> 44:6  <b>led</b> 11:6,17 27:20  <b>lengthening</b> 29:19  <b>let</b> 4:6 6:18 43:7 45:3  49:19  <b>letter</b> 49:18  <b>level</b> 48:3,4  <b>library</b> 2:9 19:13,14,16  19:16,17  <b>lieu</b> 14:5  <b>life</b> 12:13 13:12 29:20  <b>light</b> 6:3 28:4  <b>lights</b> 50:7,9,15,19  51:19  <b>like</b> 2:12 9:16 18:6  19:21 20:12,18 22:21  23:7 24:21 25:15  26:14 27:17 29:15  38:10 39:5,20 42:5  43:9 47:19,20 48:16</p>	<p>51:3 52:5  <b>likely</b> 39:17  <b>limit</b> 3:11  <b>Lincoln</b> 39:10  <b>line</b> 8:6 24:19 35:13  48:15  <b>list</b> 30:14  <b>listed</b> 19:18 20:4  <b>little</b> 22:7 29:21 30:4  36:13 37:4 41:19  43:21 44:1  <b>live</b> 25:3 27:4 32:12  48:6  <b>local</b> 10:18 11:3 17:7  30:19 33:9 39:14  <b>locally</b> 50:20  <b>located</b> 10:21  <b>location</b> 11:8  <b>long</b> 28:16 37:12 44:9  48:12  <b>long-term</b> 14:7  <b>look</b> 23:20 24:2 28:9,14  38:4 42:16,20  <b>looked</b> 11:11  <b>looking</b> 10:13 30:10  35:21 37:3 45:8 47:8  <b>looks</b> 21:10  <b>lose</b> 24:7 26:17 40:15  40:17  <b>losing</b> 24:4,5  <b>loss</b> 9:7 14:16,17,18  28:11 29:2,9  <b>lost</b> 24:9 27:21 39:12  40:13 41:1  <b>lot</b> 24:13 26:13 34:18  37:5 38:7,15,18  39:12 40:3,10 51:19  <b>love</b> 23:8 38:16 49:6  <b>lover</b> 23:7  <b>lower</b> 21:21  <b>Lucie</b> 1:10,21</p> <hr/> <p style="text-align: center;"><b>M</b></p> <p><b>M</b> 27:4  <b>made</b> 27:7 42:20 43:7  48:16 49:13  <b>magazines</b> 8:19  <b>magnitude</b> 14:10  <b>Magnusson-Stevenson</b>  31:7,14  <b>main</b> 31:10  <b>mainland</b> 14:21 15:6  <b>mainly</b> 27:7 52:3  <b>maintaining</b> 18:12  <b>maintenance</b> 14:8  <b>major</b> 5:7  <b>make</b> 20:1 29:14,15  32:3 34:9 38:3,13  43:9 49:15 51:6  <b>makes</b> 23:20</p>	<p><b>making</b> 4:10 5:1 22:19  48:19  <b>managed</b> 30:18 31:6,8  31:12,13 32:17  <b>management</b> 7:12 21:2  <b>manager</b> 2:21  <b>many</b> 3:19 28:5 38:12  <b>marina</b> 34:18,19  <b>marinas</b> 33:9  <b>marine</b> 27:9  <b>Mark</b> 20:3 23:12,13  24:11 26:7,10 43:10  43:14  <b>Mark's</b> 23:13  <b>marsh</b> 12:10 15:3  18:11 40:5  <b>marshes</b> 40:4,10  <b>Maryland</b> 1:9 3:2 8:20  20:13,17 21:2,12,18  27:5,6 32:11 39:10  43:11  <b>Maryland's</b> 21:1  <b>Masonville</b> 46:8  <b>material</b> 7:11,13 8:11  8:17 9:4 11:15 12:5  13:2,4 15:9,16,19  16:1,5,8,12,15,19  17:20 21:2,9 44:16  46:9 48:8 49:11  <b>matter</b> 1:6 32:7 40:21  <b>maximizes</b> 12:8  <b>may</b> 3:14 7:7 18:8 29:4  37:1,3  <b>maybe</b> 2:3 31:10 38:20  43:20  <b>McKee</b> 3:13  <b>mean</b> 23:1 26:12 47:17  <b>measures</b> 34:14  <b>media</b> 8:19  <b>medium</b> 28:1  <b>meet</b> 7:16 15:8  <b>meeting</b> 1:3,6 2:5,11,18  3:4,17,21 6:11 19:5  22:6 23:15 52:13,15  <b>meetings</b> 5:17,21 6:8  11:2 18:20 19:3 22:2  23:19  <b>Mendelsohn</b> 20:3  32:16 39:5  <b>mess</b> 22:10  <b>met</b> 2:8 11:2  <b>methods</b> 28:10  <b>microphone</b> 20:8  <b>middle</b> 25:21  <b>Mid-Bay</b> 30:3  <b>might</b> 44:4  <b>migratory</b> 30:19  <b>Mike</b> 43:18  <b>million</b> 9:3 12:4,12  13:11 16:5 45:15</p>	<p>46:13  <b>minimal</b> 28:12  <b>minimize</b> 20:1 41:8  50:9  <b>minimum</b> 6:7 44:3  <b>minuses</b> 40:15  <b>minutes</b> 3:6,12  <b>Mississippi</b> 39:8  <b>mitigate</b> 28:11 29:2  <b>mitigating</b> 29:9  <b>model</b> 8:16  <b>modeled</b> 34:6  <b>modeling</b> 35:10,11,12  35:15  <b>models</b> 36:3  <b>modification</b> 5:7  <b>modifications</b> 10:2  17:15  <b>money</b> 4:12 38:7 46:18  <b>monitor</b> 40:3  <b>monitoring</b> 40:2  <b>more</b> 17:3 24:5,5 31:13  34:21 39:17 41:12  44:20 50:20  <b>most</b> 34:4  <b>move</b> 25:15 26:7,16  <b>moving</b> 15:15 24:12  43:13  <b>MPA</b> 21:7,10  <b>much</b> 24:6,16 25:4  26:13 35:20 36:4  39:4 40:9 41:10,13  41:14,14 42:6,17  44:6 46:9,12 49:7  50:5,20  <b>muffle</b> 51:4  <b>multiple</b> 11:11  <b>must</b> 5:9 7:6 16:8 17:8  45:4  <b>myself</b> 47:13</p> <hr/> <p style="text-align: center;"><b>N</b></p> <p><b>N</b> 27:4,4 33:6  <b>name</b> 2:2,3,20 5:5 20:9  27:3 33:5  <b>Nathaniel</b> 20:12,17  <b>national</b> 4:6 8:16 31:17  <b>nationally</b> 22:17  <b>nationwide</b> 38:5  <b>natural</b> 39:19  <b>nature</b> 17:1 51:19  <b>navigable</b> 15:11 36:15  <b>navigate</b> 36:7,8,9  <b>navigation</b> 7:13  <b>near-term</b> 8:2  <b>necessary</b> 44:3  <b>necessity</b> 50:16  <b>need</b> 4:17 6:3 7:17  41:15,16 46:11 48:7  49:10</p>
---	---	--	---	---



**needed** 31:16 32:2  
**needs** 7:13 15:9 19:19  
 49:8,9  
**negatives** 40:19  
**neighbor** 50:4  
**neighborhood** 44:17  
**neighbors** 49:7 50:6  
**NEPA** 4:7,7,11,13 5:14  
 7:6 9:21 11:20  
**nest** 37:6  
**nesting** 14:4 15:5  
**nets** 25:3  
**never** 23:4,5 24:21 26:3  
**new** 10:5 23:21 25:15  
 28:19 33:11,15 46:5  
**newspapers** 8:19  
**next** 11:13 12:15 14:7  
 15:15 27:1 30:7  
 49:19 52:5  
**night** 2:9 19:4 50:12  
 51:7,9 52:4  
**nine** 31:10,19 44:20  
**nobody** 37:18 38:5  
**noise** 14:21 50:7,9,21  
**nonprofit** 27:7  
**non-federal** 16:19  
 20:13  
**north** 10:15 24:10 26:6  
 50:6  
**northern** 11:7,8 17:16  
 22:3,4 23:16 24:10  
 26:5 45:8  
**Notary** 1:10  
**note** 12:20 15:11  
**notice** 5:12 18:19  
**notifies** 5:13  
**number** 7:16 10:2,17  
 11:1 17:4 20:1 39:15  
 40:5 44:14  
**numbers** 31:21  
**numerous** 11:3  
**nursery** 15:5

---

**O**


---

**objective** 17:9  
**objectives** 18:10  
**observer** 2:12  
**obtaining** 19:17  
**obviously** 40:2  
**occur** 31:20,20 34:15  
 35:4  
**off** 22:7 24:21 26:2  
 34:1,2,4 42:2 44:1,5  
**offer** 20:7  
**officially** 38:17  
**officials** 4:21  
**offset** 9:7 14:10  
**once** 3:16 11:8 26:8  
 28:8  
**one** 19:20 20:10 23:2

23:10 33:2,9 36:10  
 39:11 41:7,9 42:14  
 44:2 49:14  
**only** 22:21 23:6 28:2  
 30:17 31:15,17 33:12  
 42:2 45:20  
**open** 3:18 14:3,17 16:6  
 18:5 20:6 29:17  
 35:19 37:11 40:9  
 49:10,10  
**openly** 29:11  
**operation** 38:5  
**operations** 15:1  
**opportunities** 16:20  
 18:8,17 28:7,14  
**opportunity** 3:6,11  
**opposed** 46:13  
**optimized** 11:13  
**optimizing** 18:15  
**option** 45:20  
**order** 32:21  
**orders** 33:1  
**organization** 27:7,15  
**original** 5:9 7:9 9:19  
 23:21 37:17 39:1,2  
 41:17 45:18  
**other** 4:15,20 6:4 8:11  
 14:21 15:17 18:7  
 25:19 26:20 28:5,19  
 30:20 31:13 33:4  
 34:10 38:21 39:3  
 41:16 43:9,17 47:10  
 50:19,21 52:10  
**others** 32:7  
**out** 24:7,13,18 25:12  
 26:9 32:20 33:2,12  
 34:6 37:10,12 38:1,9  
 38:19 41:14,15 44:15  
 45:15 46:14 47:7,21  
 48:2,9,12 50:12,12  
 51:10  
**outreach** 11:1  
**outside** 31:2 52:4  
**over** 2:11 9:7 26:10  
 38:15 44:4 51:11,14  
**overall** 12:13 13:12  
**owner** 33:6  
**owns** 47:11  
**oyster** 10:20 26:8,10

---

**P**


---

**packets** 4:5  
**paddle** 24:19  
**paperwork** 27:13  
**part** 29:11 31:18 34:19  
 36:19,20 37:16,18  
 38:17 45:10 48:18  
**PARTICIPANT** 44:18  
 45:1,4,11 46:15 47:2  
**participating** 6:17

21:12  
**particular** 6:19 21:13  
 31:7 32:18  
**partner** 3:1 20:14  
**partnership** 8:18 21:3  
**Patapsco** 15:19  
**Paul** 33:5  
**people** 17:4 23:5,9  
 25:19 38:9 52:3  
**percent** 12:2,2,9,21  
 13:6,7,15,18 17:17  
 17:17 45:19  
**perch** 30:20 31:5,11,12  
 32:7  
**perhaps** 33:11 48:6  
**period** 15:1 19:6 49:3  
**permits** 4:13  
**perpetuity** 48:8  
**perspective** 47:15  
**phase** 14:7 33:7,7,11  
 33:11,17  
**physical** 8:9  
**piece** 22:7  
**pier** 10:5  
**pipeline** 40:8  
**place** 9:17 32:8 45:17  
**placed** 16:6,8,13 43:10  
**placement** 7:13 9:4  
 12:5 15:18,21 16:4  
 16:16 17:21 18:16  
 21:8 28:20  
**plan** 7:12 13:19 18:6,9  
 43:21  
**planned** 9:18 12:4 26:3  
**planning** 4:10,21  
**plans** 25:21 26:1  
**planting** 38:2  
**plants** 37:15  
**playing** 37:20,20  
**please** 20:8  
**plus** 40:15  
**pluses** 41:4  
**point** 24:10 26:6 43:9  
 43:15,19 48:18  
**Policy** 4:7  
**Pooles** 16:6,7 45:14  
**Poplar** 1:1 2:8,18 5:6,8  
 6:19 7:3,20 8:1 9:9  
 9:16 10:19 15:4,18  
 15:21 16:4,13,16  
 17:4,14,19,21 18:2  
 18:15 19:10 20:14,20  
 20:21 21:4,9,10,14  
 21:16,21 27:16 29:20  
 30:4 33:7 34:19  
 37:14 39:7,21 45:21  
 48:8  
**Port** 3:2 7:14 15:10  
 20:13,17 21:2 49:9  
**portion** 3:17 29:16

**position** 49:9  
**possibility** 50:14  
**possible** 41:10,19 42:7  
 51:8  
**possibly** 36:8 43:8 49:7  
**Post** 8:21  
**pot** 22:5 24:18  
**potential** 21:9  
**potting** 23:10  
**pound** 25:3  
**Pratt** 19:17  
**predatory** 39:17  
**preferred** 12:8,17  
**preparation** 3:3 6:2,14  
**prepared** 5:10 18:21  
**preparing** 5:14  
**presentation** 3:5 4:3  
 27:11 45:7  
**presented** 48:1  
**presenting** 48:20  
**pretty** 36:4 46:9,12  
**prevent** 47:18 48:10  
**previously** 7:2  
**primary** 10:9 14:14,16  
**prime** 23:10  
**prior** 9:5 17:11  
**probably** 26:7 34:21  
 36:9 37:10 46:20  
 47:17 50:21  
**problem** 33:12  
**process** 5:11,12 11:16  
 28:21 47:4  
**professional** 17:6  
**program** 21:2 40:2  
**programs** 17:2  
**progress** 6:1  
**project** 1:2 2:20 3:7 4:4  
 4:12 5:6,8,20 6:1,3,3  
 7:2,4,10 8:9,14,15,17  
 9:12,13,18 10:15  
 11:4 12:1,3,13,16,19  
 13:12,16,17,21 14:7  
 14:9 15:12 17:12,15  
 18:10,13 20:15,21  
 21:5,15 22:16 23:14  
 25:10,10 27:18 28:13  
 28:15,19 32:4,8 34:9  
 37:17,18 38:18 41:9  
 41:16,17,18 44:11  
 45:16,18 47:1 49:6  
 51:14  
**projected** 13:3  
**projects** 8:3 29:3,7,12  
**project's** 17:8 21:5  
**promoting** 4:9  
**property** 34:12  
**proportion** 12:18 13:14  
 13:18 35:1  
**proportions** 11:12  
**proposal** 21:20

**proposals** 39:9  
**propose** 22:3  
**proposed** 4:11,14,18,21  
 5:8,16 6:3,5 7:5 9:15  
 10:12 11:5 13:18  
 14:1 15:7 18:4 23:21  
 34:9  
**proposing** 37:17  
**protecting** 4:9 18:14  
 27:9  
**protection** 15:4,6 30:6  
**provide** 19:19 20:8  
 27:14 30:19 32:10  
 35:16 38:21  
**provides** 12:18  
**providing** 9:3 39:15,16  
**public** 1:3,10 2:5,17  
 3:6 4:11 5:14,16,17  
 5:21 6:6,9,12 8:20  
 11:1,6 14:8 16:21  
 18:13,20 19:1,3,6,13  
 19:14,15,16 27:20  
 29:1,5  
**published** 5:13 18:19  
**pump** 41:6  
**purple** 16:3  
**purpose** 4:17 5:18 8:7  
**purposes** 50:18  
**put** 33:15 36:17 37:15  
**puts** 33:13  
**putting** 29:1  
**p.m** 1:9 52:15

---

**Q**


---

**quality** 5:3 35:14,16  
 38:12,14  
**quantities** 39:20  
**Queen** 19:15  
**question** 23:15 31:1  
 32:15 36:6  
**questions** 2:13 3:19,19  
 4:2,3 29:18 42:17  
 43:17 50:2 52:10  
**quite** 40:8 41:2 42:9  
 44:15 46:3,10 51:15

---

**R**


---

**R** 27:4,4  
**raise** 26:4  
**raised** 22:20  
**raising** 10:8 11:11  
 12:11 13:10 17:18  
 22:15,20  
**rather** 13:7 19:20 44:2  
 44:3  
**reached** 30:5  
**read** 20:19 42:15  
**real** 37:19  
**realigning** 10:3  
**realize** 42:11

<p>really 36:14,15 38:7 47:13 48:4 reason 31:15 reasonable 4:18 6:3 reasons 28:11 reassesses 7:1 reauthorization 7:7 received 4:5 6:12 27:10 recently 7:11 recognize 14:19 41:7 recommend 16:14 recommendations 17:13 42:16 recommended 7:16,20 13:19 18:6,9 recommending 17:12 record 3:7,9,15 4:2 6:14 19:8 20:7,11,19 29:14 48:16 49:13 recorded 3:8 recreation 14:12 recreational 8:14 16:20 17:7 18:1,7,16 27:8 28:2,13 29:10 reducing 18:15 reefs 14:3 reevaluate 8:8 reevaluation 2:18 6:20 19:11 refer 6:21 reflect 47:9 Refuge 8:6 30:10 regional 8:18 Register 5:13 regulatory 16:18 reinforce 43:20 related 12:21 14:21 relationship 38:20 relative 7:17 release 6:8 releasing 26:20 relocating 35:7 reluctant 47:16 remain 3:20 remember 40:18 45:7 45:11 remote 9:1,6,8 15:3 17:9 remove 25:6 28:6 replace 28:6 replacement 42:10 43:11 replacing 29:8 report 2:19 3:3,5,9 6:20,21 7:9 8:7 9:19 10:1 11:18 14:11 15:16 17:3,14 18:9 18:18,21 19:7,11,20 20:2 42:16,21 43:2 47:5 49:2</p>	<p>Reported 1:21 reporter 3:8 20:9 representing 20:12 27:5 reproduce 19:21 reptiles 9:11 request 49:19 require 7:7 17:10 required 4:11 8:8 10:2 17:15 45:6 requirement 45:20 52:8 requirements 50:16 requires 4:13 7:18 11:20 45:13 research 39:7,7 researchers 38:18 resident 50:3 residents 2:8 25:18 48:13 resource 16:17 18:14 26:18 49:5 resources 5:4,5 7:5 14:11 27:9 responding 18:13 response 49:20 responsible 3:2 21:8 restoration 1:2 8:4,5 9:6 15:3 20:20 21:5 21:15 restore 17:9 restored 9:2 13:14 14:1 restoring 15:13 18:11 27:9 restrict 37:12 51:9 restricted 46:12 resulting 7:6 results 11:5,16 12:9 retention 35:12,13 review 6:7 19:10 27:13 reviews 4:11 revised 6:13 right 3:13 22:8 26:9,14 30:3 34:8 36:12 37:4 38:15 45:20 46:3,4 52:6 rightfully 42:19 River 15:19 16:3 RMR 1:21 rock 14:3 rocks 51:2 ROD 6:15,15 rolled 33:3 room 35:2,3 round 6:8 Route 52:5 ruins 42:3 Russell 21:17</p>	<p>S 27:4 33:6 safety 50:16,16,18 52:7 salinities 31:21 same 13:5,15 14:14,15 sand 10:4,6 22:8 26:9 35:17 41:10,14 Sassafras 16:2 SAV 39:1 saved 23:3 saying 40:12 42:12,21 43:5 50:15 schedule 18:18 scheduled 16:7 19:7 School 1:8 19:5,15 scoping 5:16 18:20 Scott 2:20 screening 11:6,16 second 5:16 6:8 8:9 19:4 33:7,11 section 7:4 33:3 sediment 5:3 16:10 35:12 see 10:19 25:13,18 26:6 26:14 33:12 34:17,21 38:3 40:10 43:14 50:7 51:21 seeding 38:2 seeing 9:11 40:7 seems 40:21 SEIS 5:9,11 6:2,6,8,10 6:13,13,16 selected 11:9 selection 11:6 send 49:3,18 sensitive 30:14 sentiments 11:4 separate 9:21 33:2 series 5:20 seriously 18:3 Service 31:17 39:11 serving 7:14 set 4:3 25:3 setting 2:7 seven 10:14 12:13 13:13 29:20 31:9 44:10,12 several 9:17 30:14 severe 48:5 shallow 14:18 28:1,4 37:6 40:19 share 48:14 Sherman 27:2,3 shoreline 35:2 50:3 short 20:18 shortfall 7:15,18 8:2 12:15 shortly 2:16 short-term 15:8 shown 8:15 13:8 14:3 18:18</p>	<p>side 22:7,15 26:5 32:7 33:10 35:3,7 36:1 40:15 sight 26:17 sign 29:15 signed 6:16 29:14 43:1 significant 4:19 5:19 7:7 35:14 47:21 signs 43:2 sign-in 4:5 silt 33:16 similar 37:4 46:21 simply 37:18 since 21:5 sit 2:11 52:4 site 13:3 16:6 23:1,21 24:3,9 30:10 42:20 45:14 46:5,8 48:8 sites 7:19 24:1 sitting 24:20 52:5 size 12:2 slide 5:11 8:15 slides 23:2 slightly 31:12 small 36:6 37:7 46:10 smaller 30:6 44:5 snowballing 42:12 Snyder 43:18,18 socioeconomic 14:12 socioeconomics 5:4 soil 35:7 solicited 6:10 some 2:3 5:1 6:18 12:20 25:19 29:5 30:8 32:19,19 33:3 38:19,21 40:13,15 41:15 44:15 45:4 47:19 51:18 52:12 something 2:13 37:8 39:6 43:14 49:4,8,11 49:12 sometimes 50:14 somewhere 22:9 48:14 sort 33:3 sought 28:20 sound 5:1 sounds 25:8 47:20 51:3 source 39:19 south 10:15 16:2 25:16 26:2 southern 10:3 16:1,12 16:15 17:20 23:14,17 24:2 45:9 southwest 10:4 speak 3:11,17 35:11 42:17 47:13 speaker 21:17 27:1 speaking 47:12 species 28:5 30:15,17 30:19,20,21 31:6,8</p>	<p>31:14,19 32:1,5,9,12 specific 13:1 32:19 specifically 16:3 32:20 spell 20:9 Spence 2:1,2 29:19 47:9 49:17 spend 38:7 spoil 28:21 sponsor 20:13 spot 40:16 staff 2:6 stage 22:19 start 9:6 46:16,18 47:7 started 2:1 10:13 21:19 41:9 starting 11:2 state 14:2 16:7,11 21:1 21:11 31:13 32:8 43:10 45:13 46:2 49:5 statement 2:20 3:15 4:15 6:21 19:12 20:18 29:15 32:18 39:2 42:14,21 43:8 49:15 statements 29:14 49:13 stating 49:4 stay 37:12 52:11 stem 31:10 step 5:16,20 6:1,14 still 9:12 12:20 42:3,11 44:14 stop 33:14 striped 28:5 30:20 31:5 31:11 32:6 39:20 strong 30:8 42:20 43:7 structures 10:6 14:4 students 17:5 studies 7:16 35:6 study 5:18 7:14 17:11 30:2,3,15 stuff 33:16 submit 49:12,17 submitted 6:6 20:2 39:9 success 9:9,12 13:16 20:14 37:19 40:8 successful 15:13 21:13 38:3,6 40:5 successors 48:17 sufficient 27:13 suggest 29:4 49:2 suggested 28:17 suite 31:8 summarizes 6:16 summary 17:13 supplement 7:9 supplemental 2:19 5:9 6:20 19:11 support 27:16 28:16</p>
	S			

<p>38:18 39:4  <b>supports</b> 21:7  <b>supposed</b> 24:8 44:19  <b>supposedly</b> 31:20  <b>sure</b> 32:14 34:9 39:19  40:5 50:20 51:4  <b>surrounded</b> 10:20</p>	<p><b>time</b> 3:10,14 8:2 16:19  21:21 22:10 23:10  24:6 25:17 27:13  40:21 44:15 45:5  48:14  <b>times</b> 50:11  <b>tired</b> 43:15  <b>today</b> 40:3  <b>told</b> 22:16 23:20 24:12  <b>tonight</b> 2:5 47:10 48:1  48:13,21  <b>tonight's</b> 6:11 19:5  <b>tops</b> 46:12  <b>touched</b> 22:2  <b>tours</b> 16:21  <b>toward</b> 11:4  <b>Tracy</b> 39:10,10  <b>trade-off</b> 51:10  <b>trade-offs</b> 47:20  <b>traffic</b> 52:5  <b>trails</b> 17:1  <b>tried</b> 26:12  <b>true</b> 40:12 51:15  <b>trust</b> 23:12,12,13 43:10  <b>try</b> 38:9 41:19 42:6  <b>trying</b> 38:2,4 41:6,8  43:16 44:8 50:19  52:4  <b>Tuesday</b> 49:19  <b>turn</b> 2:11  <b>turtles</b> 23:3 26:19 37:5  <b>two</b> 19:3 46:21 47:7,8  51:12</p>	<p>13:9,11 15:3 17:17  17:19  <b>uplands</b> 12:3  <b>urgency</b> 7:17  <b>use</b> 8:3,16 12:15 21:7  23:6,6 28:20 39:12  40:10  <b>used</b> 10:7 34:18  <b>using</b> 13:2  <b>utilize</b> 28:3 31:10  <b>utilized</b> 15:14 30:17  <b>utilizing</b> 30:21  <b>U.S</b> 2:21 21:4 30:9</p>	<p>24:5,13 25:9,18  26:13,17 27:17 29:9  47:11  <b>Watermen's</b> 21:18  <b>waters</b> 32:8,9  <b>wave</b> 34:10 35:4  <b>way</b> 21:20 24:11 46:1  48:12 50:9  <b>ways</b> 42:9  <b>website</b> 19:18  <b>Wednesday</b> 1:7  <b>welcome</b> 2:4,6,17 19:18  <b>well</b> 10:18 11:4 20:9  22:18 25:14 27:19  30:10 33:4,9 43:6,10  43:17 44:8,18 45:3  46:11 47:12  <b>went</b> 4:7 47:1  <b>were</b> 9:11,18,19 10:16  14:13,16 17:2 22:3,7  22:14,16 25:9,20  28:3 31:15,18  <b>west</b> 10:15,21 26:4  <b>western</b> 22:15  <b>wetland</b> 8:5 9:2 11:12  12:9 13:2,7,14,18  14:5 17:17 35:18  39:15  <b>wetlands</b> 12:2,19,21  39:13  <b>we'll</b> 2:15 36:21 38:4  <b>we're</b> 2:1 23:9 24:8  25:2,20,21 31:10  34:14 35:10,11,12,14  35:20,20 36:2,12  37:3,9,10,11,17  38:20 39:13 40:7,9  40:11 41:5,11,18  42:13 43:5,13 44:11  45:8,10,18 46:13  47:8,17 49:8 52:4,13  <b>we've</b> 3:16 24:8,13  25:2,16 26:5,12  32:19 38:7 46:14  <b>while</b> 9:3,11 37:9 41:3  42:13  <b>white</b> 3:13 30:20 31:5  31:11,12 32:6  <b>whole</b> 33:14 44:4 47:13  49:5  <b>wide</b> 15:14 36:20  <b>width</b> 36:11  <b>wildlife</b> 8:5 9:10 15:14  30:9,9  <b>wish</b> 3:16 19:10  <b>wishes</b> 3:10  <b>wishing</b> 20:6  <b>won</b> 8:17  <b>work</b> 26:12,17 28:9  29:5 34:7 38:9,19</p>	<p>44:2 48:10  <b>worked</b> 39:8 47:20  <b>workers</b> 50:17  <b>working</b> 21:3,11 24:13  28:14 38:1,2 41:2  43:11 51:10  <b>worthwhile</b> 43:3  <b>wouldn't</b> 22:18 32:10  <b>writing</b> 9:21 20:2 49:13  <b>written</b> 3:14</p>	
<p><b>T</b></p>		<p><b>V</b></p>		<p><b>Y</b></p>	
<p><b>T</b> 1:10,21  <b>table</b> 19:18  <b>tackle</b> 28:4  <b>take</b> 9:17 34:14 38:4,7  41:19,21 42:2 44:2,9  45:15 46:20  <b>taken</b> 1:7 28:12 34:10  <b>takes</b> 26:6 40:5  <b>taking</b> 23:17 32:8 44:1  44:4,5  <b>Talbot</b> 2:2 19:13,14  21:13 25:18 32:9  <b>talk</b> 3:21 9:15,16 52:11  <b>talked</b> 29:19,21  <b>talking</b> 21:19 37:7 42:1  45:12 46:7  <b>team</b> 21:11 49:5  <b>television</b> 8:20,21  <b>tell</b> 24:1,4 36:4  <b>temporary</b> 10:8  <b>ten</b> 22:12  <b>tendency</b> 41:6  <b>terrapins</b> 39:18  <b>terrestrial</b> 5:4 18:11  <b>thank</b> 2:6 20:5 21:16  26:20 27:1,3 29:12  29:13 52:9,13  <b>their</b> 11:3 31:19 48:19  49:20  <b>thick</b> 19:20  <b>thing</b> 4:1 22:14 33:9  42:12 49:15  <b>things</b> 23:3 25:2 26:20  35:11 38:14,21 39:11  41:7 51:18  <b>think</b> 25:17,20 28:18  31:9 33:8,18 34:2  39:11 48:15  <b>third</b> 5:20 8:10 33:11  45:19  <b>thought</b> 25:11 51:13  <b>three</b> 9:5 11:17 14:16  30:17 31:15,18 46:21  51:12  <b>through</b> 2:7,15 5:2  24:12,16 35:14 36:21  37:5 40:8 47:1  <b>tidal</b> 12:10 15:3  <b>tide</b> 24:21 25:4  <b>Tilghman</b> 1:7,8 2:10  19:5,15</p>	<p><b>unanticipated</b> 45:18  <b>uncertainty</b> 12:20  41:13  <b>under</b> 7:4 9:12 24:20  30:18 31:6,13,19  32:17 37:9  <b>underestimated</b> 45:2  <b>underestimation</b> 45:5  <b>undergo</b> 14:6  <b>understand</b> 32:14  38:11 40:18 41:5,20  43:13 48:7 51:17  <b>undisturbed</b> 44:6  <b>unfortunately</b> 49:8  <b>unhappy</b> 50:8  <b>UNIDENTIFIED</b>  44:18 45:1,4,11  46:15 47:2  <b>unique</b> 40:13  <b>Unless</b> 50:1  <b>unlikely</b> 34:15  <b>until</b> 12:5 19:6 24:12  44:12  <b>update</b> 5:21  <b>upland</b> 11:11 12:11</p>	<p><b>valuable</b> 26:18,19 42:7  42:8  <b>variations</b> 11:12  <b>variety</b> 9:10 15:14  <b>vertical</b> 11:10,14 12:11  13:10 17:18  <b>vertically</b> 8:10  <b>very</b> 2:16 26:14 27:12  28:3,18 30:8 35:14  35:20,21 37:1,4  39:16 40:1,9 41:12  42:1 43:6 44:8 46:21  50:6,8  <b>vice-president</b> 2:2  <b>vicinity</b> 10:10 30:6  <b>Vicksburg</b> 39:8  <b>view</b> 32:11 33:14 48:9  48:19  <b>viewed</b> 22:17  <b>views</b> 48:16 49:1  <b>viewshed</b> 14:20 52:12  <b>visited</b> 17:4  <b>visiting</b> 19:13,18  <b>volunteer</b> 17:2 38:9  <b>vote</b> 47:15</p>	<p><b>walking</b> 2:7  <b>wall</b> 33:13  <b>want</b> 2:4 25:8 37:19  38:9,18 40:14 43:20  48:3 49:6 51:10,11  <b>wanted</b> 2:6 24:18 47:9  <b>wants</b> 52:11  <b>wash</b> 34:18  <b>washes</b> 25:5  <b>Washington</b> 8:21  <b>wasn't</b> 26:3  <b>watching</b> 17:2  <b>water</b> 5:3 7:4 10:20  14:3,17,18 16:6 18:5  24:15,20 28:1,4  35:13,13,16 38:12,14  40:19  <b>watermen</b> 10:19 23:5,8</p>	<p><b>Y</b> 27:4  <b>yards</b> 9:3 12:4,12 13:12  16:5 45:15  <b>year</b> 16:7 18:21 45:19  45:20 46:12  <b>years</b> 12:14 13:13  22:12 29:21 40:6,7  42:4 44:10,12,14,19  46:21 47:7,8 51:11  <b>yellow</b> 13:8</p>	
<p><b>U</b></p>		<p><b>W</b></p>		<p><b>Z</b></p>	
<p><b>unanticipated</b> 45:18  <b>uncertainty</b> 12:20  41:13  <b>under</b> 7:4 9:12 24:20  30:18 31:6,13,19  32:17 37:9  <b>underestimated</b> 45:2  <b>underestimation</b> 45:5  <b>undergo</b> 14:6  <b>understand</b> 32:14  38:11 40:18 41:5,20  43:13 48:7 51:17  <b>undisturbed</b> 44:6  <b>unfortunately</b> 49:8  <b>unhappy</b> 50:8  <b>UNIDENTIFIED</b>  44:18 45:1,4,11  46:15 47:2  <b>unique</b> 40:13  <b>Unless</b> 50:1  <b>unlikely</b> 34:15  <b>until</b> 12:5 19:6 24:12  44:12  <b>update</b> 5:21  <b>upland</b> 11:11 12:11</p>		<p><b>walking</b> 2:7  <b>wall</b> 33:13  <b>want</b> 2:4 25:8 37:19  38:9,18 40:14 43:20  48:3 49:6 51:10,11  <b>wanted</b> 2:6 24:18 47:9  <b>wants</b> 52:11  <b>wash</b> 34:18  <b>washes</b> 25:5  <b>Washington</b> 8:21  <b>wasn't</b> 26:3  <b>watching</b> 17:2  <b>water</b> 5:3 7:4 10:20  14:3,17,18 16:6 18:5  24:15,20 28:1,4  35:13,13,16 38:12,14  40:19  <b>watermen</b> 10:19 23:5,8</p>		<p><b>Z</b> 33:5  <b>Zelinske</b> 33:5,5 34:2,11  34:17 37:14</p>	
<p><b>1</b></p>		<p><b>2</b></p>		<p><b>2</b></p>	
<p><b>1</b> 12:7 13:6,19  <b>1,100</b> 27:21  <b>1,140</b> 9:1 12:1  <b>1,800</b> 17:4  <b>1.2</b> 16:4  <b>10</b> 44:5  <b>10,000</b> 9:8  <b>100</b> 36:13  <b>15</b> 44:5  <b>18</b> 37:7  <b>1970</b> 4:8  <b>1996</b> 5:7 7:5,11</p>		<p><b>2</b> 10:8,8 13:5,15 45:15  <b>2,000</b> 30:5  <b>20</b> 1:7 3:5 33:13 44:19  <b>200</b> 36:13  <b>2003</b> 8:18 18:19  <b>2004</b> 11:2 17:3 18:20  <b>2005</b> 1:7 19:2,7,8  <b>2006</b> 19:9  <b>2008</b> 46:19  <b>2010</b> 7:15,17 12:14  16:8 45:14,17  <b>2015</b> 12:6 44:12  <b>2022</b> 44:13,16 48:2,9  <b>21374</b> 1:8  <b>24</b> 19:1 50:14  <b>25</b> 44:19  <b>28</b> 12:12</p>		<p><b>2</b> 10:8,8 13:5,15 45:15  <b>2,000</b> 30:5  <b>20</b> 1:7 3:5 33:13 44:19  <b>200</b> 36:13  <b>2003</b> 8:18 18:19  <b>2004</b> 11:2 17:3 18:20  <b>2005</b> 1:7 19:2,7,8  <b>2006</b> 19:9  <b>2008</b> 46:19  <b>2010</b> 7:15,17 12:14  16:8 45:14,17  <b>2015</b> 12:6 44:12  <b>2022</b> 44:13,16 48:2,9  <b>21374</b> 1:8  <b>24</b> 19:1 50:14  <b>25</b> 44:19  <b>28</b> 12:12</p>	

---

**3**

---

**3.2** 46:13  
**30** 13:11 24:19 45:19

---

**4**

---

**40** 9:3 12:3 17:17 22:21  
**40-acre** 13:8  
**42** 14:11  
**45** 6:7

---

**5**

---

**5** 12:11 13:10 17:18  
22:20 24:20 26:5  
42:2 44:4  
**50** 12:2,2 13:6,15 36:14  
**500,000** 46:12  
**537** 7:4  
**575** 13:5 17:16

---

**6**

---

**6** 10:3,8  
**60** 12:9,21 13:7,18  
17:16

---

**7**

---

**7** 19:20 24:20

---

**8**

---

**8** 19:6 20:3  
**8:00** 1:9

---

**9**

---

**9:05** 52:15  
**95** 52:5

1 STATE OF MARYLAND

2 CITY OF BALTIMORE SS:

3 I, Carol T. Lucic, Notary Public of the  
4 State of Maryland, do hereby certify that the within  
5 named deponent personally appeared before me at the  
6 time and place herein set out, and, after having been  
7 duly sworn by me, was examined by counsel.

8 I further certify that the examination  
9 was recorded stenographically by me and that this  
10 transcript is a true record of the proceedings.

11 I further certify that I am not of  
12 counsel to any of the parties, nor an employee of  
13 counsel, nor related to any of the parties, nor in any  
14 way interested in the outcome of this action.

15 As witness my hand and notarial seal  
16 this day of 2005.

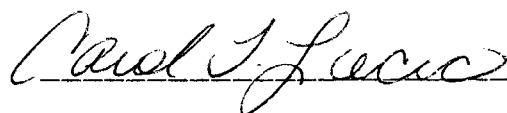
17

18

19

20

21



Carol T. Lucic

Notary Public

## POPLAR ISLAND EXPANSION PHONE CONVERSATION RECORD

<b>Time/Date</b>	<b>Name/Phone/Organization</b>	<b>Topic</b>
February 26, 2004	Mark Mendelsohn	P.I. Expansion/

### **Summary:**

I was called by Ms. Joanne Mulvy, P.O. Box 405 St. Michaels MD 21663 (410) 673-2424 about the Watermens meeting notice in the Easton Star-Democrat dated. Feb. 25, 2004.

Ms. Mulvy said that she wasn't aware that the Corps was considering expanding the Poplar Island Project.

Her concerns were:

Viewshed impacts – her view of the bay has Poplar in it now and she is concerned that she will see less of the bay and more of the project and its equipment.

Quality of dredged material at the site.

She thought she would get more shoreline protection than she has received as a result of the existing project.

She also had an enquiry about the potential use of the Knapps Narrows channel material as placement on her shoreline.

### **Actions:**

I mailed her a newsletter and Public Notice and enclosed a note to ensure her that written comments will still be accepted

I told her that nothing would be decided any time soon and that an EIS is being prepared.

I talked to her about the testing of the material that has been placed at the project: Tolchester, Brewerton, and Craighill. I also told her about inner harbor material, Hart-Miller Island, and the North Point /Rock Point line.

I called Bob Blama (OP-N) about the Knapps Narrows material.

I told her I would get her the number of a DNR contact (Kerry Keough) that may know about funding for shoreline restoration.

**Derrick, Peggy**

---

**From:** Mendelsohn, Mark NAB02 [Mark.Mendelsohn@nab02.usace.army.mil]  
**Sent:** Monday, June 27, 2005 7:02 AM  
**To:** pd@eaest.com  
**Cc:** Johnson, Scott NAB02; Bierly, Daniel M NAB02  
**Subject:** FW: public comment on federal register of 6/22/05 vol 70 no 119 pg 36129

-----Original Message-----

From: jean public [mailto:jeanpublic@yahoo.com]  
Sent: Sunday, June 26, 2005 12:26 PM  
To: Mendelsohn, Mark NAB02  
Subject: public comment on federal register of 6/22/05 vol 70 no 119 pg 36129

usdod usace seis poplar island talbot county md.

i oppose and object to this project. best to let natural forces alone. leave the polluted potential dredge material exactly where it is and where the forces will pollute more material instead of dragging polluted dirt to another site.

national taxpayers oppose and object to this project.  
the real reason for this is commercial - usace never does anything for environmental reasons - they seem to be anti environmental in their work.

b. sachau

---

Do You Yahoo!?

Tired of spam? Yahoo! Mail has the best spam protection around <http://mail.yahoo.com>

July 26, 2005

The Honorable Paul S. Sarbanes  
Senator  
110 W. Church Street  
Suite D  
Salisbury, MD 21801

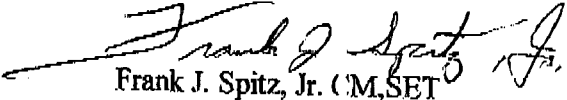
Dear Senator Sarbanes:

The Army Corp of Engineers is currently proposing a Poplar Island Expansion to be included in the next WRDA. I support his project and the dredging needs of the Port of Baltimore. The Corp is also conducting a Mid Bay Island Study that includes the restoration of James & Barren Islands. I believe you should have this project included along with the Poplar Island expansion or instead of the Poplar Island expansion in the next WRDA.

The Port of Baltimore is vital to the economy of Maryland. If the Poplar Island project were to run into obstacles beyond our control and not be able to be used, the Corp would not have a site to place dredge material and be forced to discontinue dredging. This would eventually stop shipping and seriously hurt the Port. The economic impact would be felt though out our state by the loss of jobs and the material being shipped to and from the port. By adding this project this would be the 20 year dredge material plan the Corp has been charged create.

The Poplar Island Restoration has been a great success for the Corp of Engineers and the State of Maryland. We need to get started now to save James & Barren Islands from eroding away. The restoration of these islands will provide the same great environmental benefits that have made Poplar Island a great success. I again urge to work to have the Mid Bay Islands Restoration project included in this WRDA. I know funding is tight but just imagine the amount of funds lost if we lose the Port of Baltimore.

Sincerely,



Frank J. Spitz, Jr. (M,SET)  
1120 Ross Thumb Road  
Cambridge, MD 21613  
410-228-4551

Cc: Governor Robert L. Ehrlich, Jr  
Senator Richard Colburn  
Delegate Rudolph C. Cane  
Delegate Adelaide C. Eckardt  
Delegate Jeannie Haddaway  
Dorchester County Council  
USACE Mark Mendelsohn  
MPA Frank Hammons



August 2, 2005

Mark Mendelsohn  
Planning Division  
US Army Corps of Engineers  
P.O. Box 1715  
Baltimore, Md. 21203-1715

Dear Mr. Mendelsohn:

I want to take the opportunity to commend the Army Corps of Engineers on the success of the Poplar Island Restoration. I support this project and the ongoing dredging needs of The Port of Baltimore.

I understand that the Corps is conducting a Mid Bay Island Study that includes the restoration of James & Barren Islands. Having worked with the Shoreline Erosion groups for the last ten years, I believe the restoration of these islands are critical and must be given priority over or in addition to the Poplar Island Expansion.

While I realize funding for such projects is tight, including James and Barren Island in the discussion of dredge sites at this time would be extremely beneficial both to the environment as well as the dredge plan for the Port of Baltimore.

Thank you in advance for your attention to this matter. Please feel free to call upon me if I can be of any additional assistance..

Sincerely,

Addie Eckardt

Addie C. Eckardt

ACE/cbss

**From:** Mendelsohn, Mark NAB02  
**Sent:** Thursday, August 04, 2005 2:06 PM  
**To:** 'adelaide\_eckardt@house.state.md.us'  
**Cc:** 'nbrown2@mdot.state.md.us'; fhamons@mdot.state.md.us  
**Subject:** FW: Comments on Poplar Island

Dear Delegate Eckardt:

Thank you for your support of the Poplar Island project and taking the time to provide comments on our expansion study.

Our recently completed Dredged Material Management Plan developed a long-term strategy for dredged material placement and recommended concurrent studies of Poplar Island expansion and a Mid Bay Island restoration. We recognize the importance of these critical islands not only for the valuable habitat they provide through the beneficial use of dredged material but also for the protection of the adjacent shorelines. However, our responsibility to keep the navigation channels serving the Port of Baltimore open and safe also requires us to seek solutions with a high likelihood of success. While Poplar Island expansion provides lower risk to the Corps, and our partners the Maryland Port Administration, of meeting our near term placement needs, we are also completing the Mid Bay island study as quickly as possible. With both studies complete by early next year, the decision makers within the Administration, Congress and the State of Maryland will have a choice of options.

Your request to prioritize James and Barren Island over Poplar Island expansion is a comment we have heard many times during our study process. We must consider the restrictive funding environment that currently exists and be wary of the implementation costs of each alternative. As mentioned previously, the final choice of which project will proceed first lies with those who will be asked to fund the projects. We will include your comment in our reports and in our discussions with higher authority. Also, after completion of our draft report for the Mid Bay Island study, it will be made available for public comment and we will be holding public meeting(s)(most likely in the Dorchester County area). This will give you and other interested parties another opportunity to support these projects and provide comment and input to the process.

Thank you again for your support.

Mark Mendelsohn

Biologist, Baltimore District

USACE

-----Original Message-----

From: Delegate Adelaide Eckardt [mailto:adelaide\_eckardt@house.state.md.us]  
Sent: Tuesday, August 02, 2005 4:30 PM  
To: Mendelsohn, Mark NAB02  
Subject: Comments on Poplar Island

August 8, 2005

Mr. Mark Mendelsohn  
U.S. Army Corps of Engineers, Baltimore District  
CCENAB-PL-P  
P.O. Box 1715  
Baltimore, MD 21203-1715

**Re: Public Comment on Draft General Reevaluation Report &  
Supplemental Environmental Impact Statement, Poplar Island,  
Talbot County, Maryland, 70 Fed. Reg. 36129 (June 22, 2005)**

Dear Mr. Mendelsohn:

We represent JeffersonIsland, L.L.C., the owners of Jefferson Island, and submit on its behalf these comments on the Draft General Reevaluation Report & Supplemental Environmental Impact Statement for Poplar Island (the "Draft SEIS"). Jefferson Island lies immediately adjacent to Poplar Island and will be directly and negatively impacted by the proposed expansion plan. These comments identify a number of significant impacts which the Draft SEIS either fails to address or glosses over with only a minimum of discussion. The Draft SEIS also fails to discuss or recommend mitigation measures for the significant impacts which the Draft SEIS acknowledges the selected alternative will have on Jefferson Island. These deficiencies render the Draft SEIS deficient and incomplete under the National Environmental Protection Act and its governing regulations. *See* 42 U.S.C. ' 4321 *et seq.*; 33 C.F.R. ' 230 *et seq.*; 40 C.F.R. ' 1500 *et seq.*

*Comment No. 1: The Study Area Evaluated in the Draft SEIS Fails to Include Jefferson Island*

The Draft SEIS excludes Jefferson Island and, for this purpose of this and many other comments, Coaches Island as well from the report's study area. Figure 3.3 depicts the scope of the "Study Area" and it does not incorporate Jefferson or Coaches Islands. Yet, the Draft SEIS acknowledges that the islands will be impacted by the proposed work in the form of impacts to their viewshed, heightened sedimentation, noise, and light pollution, among other issues. As a result, the discussion of impacts on the flora, fauna and human activities all fail to evaluate data specific to each island. This data gathering and review process, therefore, fails to provide the U.S. Army Corps of Engineers (the "USACE") the information necessary to make the requisite, fully informed decision about the significant impacts on the environment and cultural resources which will be caused by this project. Making a fully informed decision evaluating all the potential significant impacts of such a project is the fundamental obligation which NEPA imposes on a federal agency. *See* ' 4332(2)(C).

*Comment No. 2: The Draft SEIS Inappropriately Chooses Not to Consider Avoiding Substantial Impacts to Adjacent Private Lands as a Study Constraint*

The failure to fully and explicitly examine the impacts of the selected alternative on Jefferson and Coaches Islands permeates the Draft SEIS. One of the goals of the

Alternative Development Process (identified as “Study Constraints”) was to “avoid adverse impacts to surrounding public lands, infrastructure, and property.” Draft SEIS, ' 4.2.3. This clearly communicates to the reader and decision maker that avoiding adverse impacts to surrounding private lands, infrastructure and property was not a goal and not a consideration of this evaluation. It is not surprising, therefore, that the Draft SEIS does not explicitly consider the necessary goal of minimizing impacts to privately held lands substantially impacted by the process. This would explain why, throughout the Draft SEIS, the USACE contains very little data on and analysis of the adverse impacts of the alternatives evaluated and the alternative selected on Jefferson and Coaches Islands.

*Comment No. 3: The Draft SEIS Makes an Unsupported Statement Indicating that Jefferson Island Could be Used for the Public’s Benefit*

In section 4.11.3, the Draft SEIS states that public recreational components that could be added to the project include re-establishing a pier at Jefferson Island “for fishing and viewing PIERP.” Since the island is privately owned and there is no agreement or discussions underway for such a pier, it is inappropriate for the USACE to suggest improvements or alterations without discussing this idea with the landowners, providing for appropriate compensation and developing the plans for the improvements. Otherwise, such a proposal would be an unconstitutional “taking” of property. In addition, such a pier would result in an obvious impact to the Jefferson Island environment, which the Draft SEIS should identify and discuss. Further, it should propose appropriate measures to mitigate these adverse impacts. See 40 C.F.R. " 1502.14(f), 1502.16(h).

*Comments No. 4: The Impact to the Jefferson Island Viewshed Would be Significant and Was Inadequately Evaluated from the Island’s Perspective*

The Draft SEIS acknowledges that the proposed alignment selected would permanently occupy large portions of both the Jefferson and Coaches Island viewshed and that the visual impacts to Jefferson Island would be “severe.” Draft SEIS ' 5.8.3. What had formerly been a largely undisturbed water view from Jefferson Island across the open Bay to the south, east, and north, will now be occupied by man-made, armored shoreline. This action would effectively convert what had once been a prime view into one filled with nothing but engineered hard structure. The selected thirty foot temporary height and final twenty five foot height of the upland berms and significant expansion of the wetland cells will create a very significant visual impact to the owners of the adjacent islands, one not envisioned when they purchased the property. It is likely that such a substantial impact would constitute an unconstitutional “taking” of Jefferson Island, L.L.C.’s property rights. While there may be ways for the USACE to lessen this visual impact, the Corps has failed its regulatory obligation to present appropriate mitigation measures for the residents of Jefferson Island. See" 1502.14(f), 1502.16(h). Therefore, the Draft SEIS fails to adequately assess the visual impact to Jefferson Island and the selected alternative provides no adequate mitigation measure which would lessen that impact.

*Comment No. 5: The Impact of Substantial and Sustained Noise, as Realized on Jefferson Island, Was Not Presented in the Draft SEIS*

The Draft SEIS inadequately considers the impacts of noise from the project on Jefferson Island. Section 5.5.10 discusses noise but effectively dismisses the impacts to Jefferson

and Coaches Island with the statement that significant and acknowledged noise levels will cause no impact because past use of the islands has been seasonal. In order to satisfy NEPA and its implementing regulations, the report needs to be blind to past use and consider all allowable uses of a property, including year-round residential habitation.

Illustrative of the deficient evaluation of noise on the occupants of the islands, the two subsections of section 5.5.10 which considers noise are limited to an evaluation of impacts to the mainland and impacts to wildlife. There is only passing reference to the noise impacts to residents and visitors to the islands. This reference is telling. It acknowledges that the noise impacts to Jefferson and Coaches Islands will be significant and that the islands will be exposed to sustained noise levels exceeding background levels. The significance is dismissed with the assertion that the exposure to noise will not be “experienced continuously” because the homes on the islands have been used in the past only seasonally. While these homes may have been used only at certain times of the year, the noise, to quote the Draft SEIS, is “sustained.” Residents of Jefferson and Coaches Island will be continuously exposed to sustained elevated sound levels and this substantial impact needs to be explicitly reported and evaluated in the Draft SEIS.

Section 5.5.10 states that sound levels 50 feet from the work areas may periodically reach 110 dB and would be sustained at 90 dB. The report goes on to discuss how far away one must be to have these sounds fade into 55 dB daytime background noise levels. However, the Draft SEIS fails to discuss what sound levels will be actually experienced by the residents of Jefferson and Coaches Island. The fact that substantial noise will also be created at night only further exacerbates the issue. To get a sense of the impact this noise may have on the island’s residents, the Occupation Safety and Health Administration requires that employers establish a hearing conservation program when their employees are exposed to sound levels of 85 dB or higher for an eight hour period. It is not inconceivable that due to the very short open water distance between Jefferson Island and the northern expansion work areas, residents could be exposed to potentially harmful noise levels. Therefore, the report fails to properly evaluate not only a potential nuisance issue, but one which may affect the health of nearby residents.

The Draft SEIS also fails to present appropriate mitigation measures in its report as required by sections 1502.14(f) and 1502.16(h). Despite suggesting that substantial and sustained noise will occur, and suggestions that construction operations will continue through the night time hours, the report fails to present ways the USACE can minimize the impact the selected alternative will have on the residents of Jefferson Island.

*Comment No. 6: The Draft SEIS Fails to Adequately Evaluate the Effects of Sustained Noise on Waterfowl Populations On and Around Jefferson Island*

These same elevated noise levels, along with the disturbance created by general construction activity, will not only affect the human residents, but will significantly affect the waterfowl that populate Jefferson and Coaches Islands and the waters surrounding them. As stated in the Draft SEIS, inflow of dredged material will occur during the winter months, the time of year when the greatest concentration of waterfowl are present in the area. Jefferson Island is highly valued by its owners for use in hunting waterfowl. By not

effectively considering the impact the expansion will have on waterfowling on the island and the water immediately surrounding it, in addition to the report's repeated failure to present appropriate mitigation measures for this impact, the Draft SEIS has failed to fully evaluate the adverse impacts of the project.

*Comment No. 7: The Use of the Term "Temporary" Disruptions Throughout the Draft SEIS is Misleading*

General statements of "temporary" disruptions to Jefferson and Coaches Island throughout the Draft SEIS are misleading. In section 4.7.3, the Draft SEIS states that inflow operations could continue until the year 2027. It is also reasonable to expect that site closure operations after inflow operations ceased would then continue for many years after this date. Therefore, it is inaccurate to consider disruptions that will be occurring at least twenty two years from now as "temporary." Therefore, the Corps needs to restate and re-analyze wherever necessary the temporal extent of all impacts which will occur as a result of this action.

*Comment No. 8: The Draft SEIS Fails to Adequately Assess the Impacts of Sedimentation on Jefferson Island and Continued Deeper Water Access*

In section 5.5.4, the Draft SEIS indicates that decreased water quality will occur from increased sedimentation as a result of the dike construction, dredging and inflow operations. While stating that monitoring of the discharge of water from the northern expansion's tidal gut and active cells will occur, the residents of Jefferson Island are concerned what direct, indirect and cumulative impacts the work will have on general water quality in Poplar Harbor over time. The alignment of the tidal gut suggests that due to increased and concentrated water velocity from tidal flow, sediment may build up in areas north of Jefferson Island and may result in decreased water depth as well as possible increased erosion rates on the northshore of Jefferson Island. Only general statements regarding the potential impacts to Poplar Harbor and Jefferson Island are presented and the report lacks any information on mitigation efforts as required by sections 1502.14(f) and 1502.16(h).

Furthermore, based on a lack of information suggesting otherwise, the complex hydrodynamic analysis expected for a project of this type does not appear to evaluate the impact this project will have on deeper-water access to Jefferson Island. In fact, the section entitled "Navigation and Transport" does not even mention Jefferson and Coaches Islands and what can be expected in terms of sedimentation during the significant period of time this activity is proposed. Beyond hydrodynamic analysis necessary to consider sedimentation issues, deeper water is currently found in the areas immediately north of Jefferson Island, the exact area the USACE proposes to fill. The Draft Report fails to present any information on the mitigation of adverse impacts this proposed work will have, including what actions the Corps will need to take if it cuts off deeper water access to the island. This potential impact must be addressed and steps, including providing set-aside funding, will need to be taken to ensure continued access for the residents of the islands if this proposed action is realized.

For the reasons stated above, JeffersonIsland, L.L.C. requests that the USACE expand and revise the Draft SEIS. This should include but not be limited to including the islands in the adverse impact study area and identifying and evaluating techniques to mitigate the significant adverse impacts on the islands. Only after doing so will the USACE be in a position to appropriately define the alternatives, to fully evaluate the adverse impacts of the alternatives and to select the preferred alternative. Absent these corrective steps, the Draft SEIS will be flawed and subject to legal challenge.

Very truly yours,

Timothy R. Henderson  
Rich & Henderson, P.C.  
P.O. Box 589  
Annapolis, Maryland 21404  
410-267-5900  
[thenderson@richlaw.com](mailto:thenderson@richlaw.com)

AUG-08-2005 MON 03:34 PM MD WATERMEN'S ASSOC

FAX NO. 410 289 6635

P. 01/01



## The Maryland Watermen's Association, Inc.

---

August 8, 2005

Mark Mendelsohn  
USACE-PL  
10 S. Howard Street  
Baltimore, MD 21203

RE: Poplar Island Dredge Material

Dear Mr. Mendelsohn:

We recognize the benefits of wetlands and the use of existing islands as a use for dredged material placement. At the same time you need to protect the livelihoods of the commercial watermen who work those waters.

Russell Dize, First Vice President of the Maryland Watermen's Association (MWA), has been very involved in the public hearing process and has worked closely with this project. The MWA supports Mr. Dize and his leadership as he lives and works in the Tilghman area and, as such, is in touch with the local watermen on a daily basis.

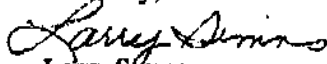
It is important that you pay attention to their needs, particularly with regard to the pumping of sand off of the southwest corner of Poplar Island.

We ask that you work closely with the Department of Natural Resources to define and locate additional crabbing area to replace the area taken by his project. In the past areas have been taken away and promises to offset the loss have not been honored.

Additional funds need to be allocated to clean and restore oyster bars in that area to offset the oyster and clam bottom lost to this project. Establishing new oyster bars would aid the entire industry and be a benefit to the watermen who have had to give up ground to work

Please consider the watermen's needs and input given here as you make the very important management decisions with the Poplar Island restoration effort.

Sincerely,

  
Larry Simms  
President



August 8, 2005

Mr. Mark Mendelsohn  
U.S. Army Corps of Engineers, Baltimore District  
P.O. Box 1715  
Baltimore, Maryland 21203-1715

Re: **CENAB-PL-P (Poplar Island Draft GRR/SEIS )**

Dear Mr. Mendelsohn,

Coastal Conservation Association (CCA) is a national non-profit organization dedicated to the conservation, restoration, and protection of our marine resources. CCA has 15 state chapters from Maine to Texas with over 90,000 members. CCA Maryland (CCA MD) has eight local chapters with approximately 2,000 members. We are an advocate for Maryland's marine resources and their habitats first, and for recreational anglers secondly.

CCA MD understands that the main objective in the Poplar Island Expansion Project, and other projects of this type, is to provide suitable areas for the deployment of clean dredge material. In re-creating/creating Chesapeake Bay islands you are attempting to provide a beneficial use of the dredge material that is acceptable to the general public. In so doing you provide maintenance for economically, and politically important waterway channels for commerce, transportation, and recreation.

**Support Alternative 1** - CCA MD supports Alternative 1 with the inclusion of the proposed 130-acre embayment. Alternative 1 would provide for a 575-acre lateral expansion, consisting of 60 percent wetland habitat (including the embayment), 40 percent upland habitat, and the addition of 5-feet of vertical expansion to the existing upland cells.

**Concern for Precedent** – The intent of the Poplar Island Project was to re-create the island on the original identified footprint of approximately 1,140 acres, and dedicate 50 percent of the acreage to upland and 50 percent to wetland. Only dredge material from the approach channels to Baltimore Harbor were to be used in the project. Lateral or vertical expansions of the original project were not mentioned as future options, nor were the placement of material from other dredging projects.

Our members are concerned that the proposed expansion re-establishes the precedent of creating new fill-areas within the waters of the Chesapeake Bay, that are not identified as foot-prints of historic islands. While the Army Corps of Engineers (ACOE) is required to look at existing permitted areas first for additional dredge deployment, CCA MD would be opposed to the future execution of this policy if it created new island sites, or expanded beyond historic island footprint.

**Mitigation for Areas Lost to Recreational Fishing** - CCA MD supports the concept of embayments and other innovative ideas to mitigate the loss of essential fish habitat and recreational fishing opportunities that are developed from the implementation Maryland's Dredge Material Management Plan (DMMP). Our support for this one-time expansion of the Poplar Island Project, and other future projects, is contingent upon the inclusion of effective concepts of sufficient scope to mitigate the loss of recreational fishing opportunities. (*See Citizen Input*)

**Recreational Fishing Value and Opportunity** – Maryland's 370,000 saltwater recreational anglers provide over \$640 million dollars in annual economic output and \$335 million dollars in retail sales to the state of Maryland. It is an important industry supplying almost 7,000 jobs, nearly \$7 million in state income taxes and over \$25 million in federal income taxes. In addition recreational anglers provide approximately \$6 million in license fees, etc. that goes directly to fund over one-third of Maryland's Fisheries Service budget.

Projects, such as the Poplar Island Project, should incorporate innovative engineering designs that are designed to enhance recreational fishing opportunities and the economic benefits derived from those activities. Recreational anglers and the businesses they support can be encouraged to support future projects, if those projects include beneficial components for shallow water marine habitats and recreational angling.

**Citizen Input** – The current Poplar Island Project is an excellent example of the constraints of the project's goals/objectives that prohibited the opportunity for innovative concepts to develop beneficial fish habitat, that also serve as effective recreational fishing areas. The current project is placed in an ideal fishing location, but the project's objectives and the engineering design failed



to include dual-purpose structures that provide fish habitat to as well as recreational fishing opportunities.

There are miles of submerged rock, but the structure is almost barren of dependable fishing opportunities for predator finfish. Predators, such as striped bass, red drum, white perch, etc., need some form of structure to break current flows and create eddies, that allow them to maintain a position with minimal exertion, while they wait for opportunities to ambush prey. Recreational anglers and marine fishery experts can offer advice in designing and placement of these types of structures that provide enhance fish habitat and improved fishing opportunities.

To avoid this shortcoming in future projects, and to address the wide array of other issues and concerns that these projects generate, CCA MD suggests the development of a citizens advisory group. The advisory group would help the federal and state agencies identify and address issues and concerns during the conceptual development of the projects as well as during the actual implementation phase. In this way many of the citizen's issues may be addressed pro-actively early in the process, reducing opposition and building support. In addition, as the project matures the citizens and agencies would have an effective vehicle to deal with developing concerns or issues.

Thank you for the opportunity to comment on the General Reevaluation Report and the Supplemental Environmental Impact Statement for Poplar Island Environmental Restoration Project.

Respectfully,

Donald W. Silliman  
CCA MD Chairman

Cc: USF&WS, Jason Miller  
NMFS, John Nichols  
MDNR, Dave Goshorn

**Poplar Island News Articles (September 2002 through  
August 2005)**



Powered by Clickability

## Tide turns as island rebuilt in Chesapeake Bay

From Brooks Jackson

CNN

**POPLAR ISLAND, Maryland (CNN) —It was an island that disappeared, eaten away by the Chesapeake Bay's winds, tides and storms until only a small portion was left.**

Now man is rebuilding what nature destroyed at Poplar Island, where the U.S. Army Corps of Engineers -- reviled by some critics as an enemy of the environment -- is creating a wildlife refuge.

Project manager Scott Johnson shows visitors just how far the island already has come since the corps arrived.

"This little remnant in the foreground, along with a couple of other small islets, was all that was left of Poplar Island when we got here in '98," Johnson said. "It constituted about three acres."

Now man-made embankments extend for more than three miles, containing 14 miles of roads and 800,000 tons of rock.

The project, which will continue for years, is grounded in economics: ships, jobs and money, and the requisite yearly dredging of Baltimore Harbor to keep the big ships coming.

"We have ships running that are 2 1/2 to 3 feet off the bottom," said Frank L. Hammons, deputy director of harbor development for the Port of Baltimore. "In other words, in a 50-foot channel, we have ships leaving here with 47-and-a-half feet for draft."

And the muck has to go somewhere. Just dumping it in deep water is no longer environmentally acceptable -- or even legal in Maryland.

So it gets barged to Poplar Island, and pumped, as a soup of mud and salt water during fall and winter. The drying muck will build up for more than a decade, piling up layer after layer.

Poplar Island once teemed with birds and was a hunting preserve for politicians in the 1930s.

"Poplar was 200 acres, and there was quite a bit of wildlife," said Peter Bailey, whose family owned the island.

"There were thousands and thousands of ducks, great blue heron and a lot of different shore birds."

For now, it's mostly an industrial site and looks like a moonscape. But by the time it's fully restored, the goal is to have it looking like nearby Coaches Island, just a few yards away, with low-lying marshes and timber on the higher ground.

Volunteers already are planting small patches of marsh. Although the project is years from completion, wildlife isn't waiting, which sometimes creates problems.

In the spring, diamondback terrapins nested in a sandy embankment -- but on the wrong side, where the hatchlings would take a fatal trip to an area under construction. So engineers built a fence, and volunteers must gather the turtles up and release them in a protected inlet that leads to open water.

The project has drawbacks, including a price tag in the hundreds of millions of dollars, three to five times the expense of dumping dredge muck in deep water.

In addition, creating land destroys the environment for fish.

Biologist Nick Carter calls Poplar Island a "fair bargain" between the needs of man and nature. But amid discussions of future islands, Carter urges caution.

"We're making changes in the system that we don't entirely understand," he said. "We just wouldn't want to see these things done over and over and over again."

**Find this article at:**

<http://archives.cnn.com/2002/TECH/science/09/01/poplar.island/index.html>

Check the box to include the list of links referenced in the article.

# Watermen question plan to expand Poplar Island

## Army Corps of Engineers considering plan to enlarge island by 50%

By SARAH ENSOR  
Staff Writer

**TILGHMAN** — Local watermen and property owners met at Tilghman Elementary School on Thursday night for a public meeting about the Poplar Island Extension Study.

The study is considering a plan that calls for increasing the size of the Poplar Island Environmental Restoration Project by 50 percent.

The project uses uncontaminated dredged material from the Chesapeake Bay to recreate a historic island that had eroded almost to non-existence by the early 1990s. The original island is believed to have encompassed about 1,000 acres in 1847. In the 20th century, its inhabitants left because their property was shrinking.

The restoration project is 1,140 acres. Half the island is planned for wetlands, the other half for uplands, all remote island habitat. Beneficial to the environment and a place to contain hard-to-place dredged material, Poplar Island is one of the first projects of its kind.

Birds have nested on Poplar Island, including

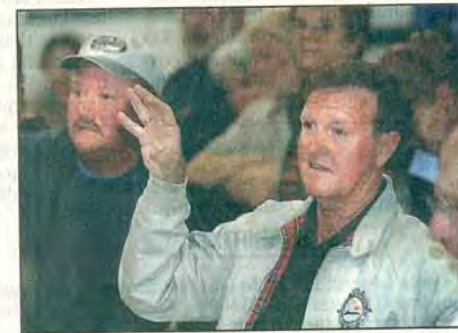


PHOTO BY CHRIS POLK

Vice President of the Maryland Watermen's Association Russell Dize, right, and commercial waterman Robbie Wilson, left, are among those with concerns about the U. S. Army Corps of Engineers' plan to enlarge Poplar Island.

Maryland endangered species Royal Tern and Peregrine Falcon. And 185 terrapin nests were found there this year. The island has a tour bus and

See **POPLAR**  
Page A11



The current recommended alignment for the Poplar Island Expansion study indicates a large addition to the North of the island. The area outlined in black signifies the island's current shoreline.



# POPLAR

From  
Page A1

a full-time guide. Approximately 1,300 tourists have visited the island this year, some from other countries. Some tourists have participated in volunteer plantings on the island.

Although dikes to contain the dredge material have been constructed, the existing project will not be complete until the dikes are filled and planted. The project is scheduled to be completed by 2014. A proposed northern extension of the island would extend the completion until 2022, and add a little more than 50 percent more acreage and dredge material capacity.

The United States Army Corps of Engineers, Baltimore Division, is required by federal law to have a 20-year plan for placement of dredged material. The Army Corps of Engineers is also required to consider existing placement sites before looking for new projects. Hart-Miller Island Containment Facility and the Pooles Island facility are scheduled to close in 2009 and 2010, respectively.

The northern expansion of Poplar Island would expand north from the existing island, then curve back toward the south. The expansion

must follow the same guidelines as the original project, and would be considered remote island habitat.

To maintain consistency with the existing island, the extension project would restore and enhance marsh, aquatic, and terrestrial habitat. Part of the study focuses on evaluation of the possible recreational and educational opportunities the extension might create.

Along with the proposed lateral expansion, the Army Corps of Engineers and its partner in the project, Maryland Port Administration, propose the existing dikes be raised by five feet.

The worst complaint the original project received was about a noisy crew boat, said Mark Mendelsohn, a biologist for the planning division of the Army Corps of Engineers. The contractor with the noisy crew boat was removed from the project, Mendelsohn said.

At Thursday's meeting, some people said they want no more island acreage than the original project.

"I think you had a good project, but now you're trying to take too much," said Russell Dize, vice president of the Maryland Watermen's Association.

Dize said he worries about changing of tide direction, reduction of clam-

ming area, and a possible elimination of clamming and crabbing area near North Point, where the proposed project would extend.

Robbie Wilson, a waterman, wanted to know how he could stay in business with a 1,600-acre loss of fishing, crabbing, and clamming area. He also asked why he could no longer catch clams near the island, noting there were no clams there to catch.

Friday, Mitchell Tarnowski, shellfish biologist for the Maryland Department of Natural Resources, said softshell clam populations are depleted throughout the Chesapeake Bay, not just near Poplar Island. He said clams are suffering from two fatal diseases.

In the mid-1960s, Tarnowski said, watermen were able to harvest about 680,000 softshell clams a year. Last year, he said, they harvested about 3,500 clams. This year, just a few hundred clams were caught, Tarnowski said.

The clams seem to be reproducing despite their diseases, but Tarnowski said they produce fewer young clams. Another problem, he said, is that young clams are very vulnerable to predators.

Although the depleted clam population may not have to do with Poplar Island, "the expansion, of course,

would remove permanently the water bottom," DNR Shellfish Program Director Chris Judy said Friday.

Dize said although the Maryland Watermen's Association supported the original project, "we're not happy anymore."

"We don't want to lose you," Mendelsohn said. Later, he added, "We don't want to alienate anyone who lives in this community."

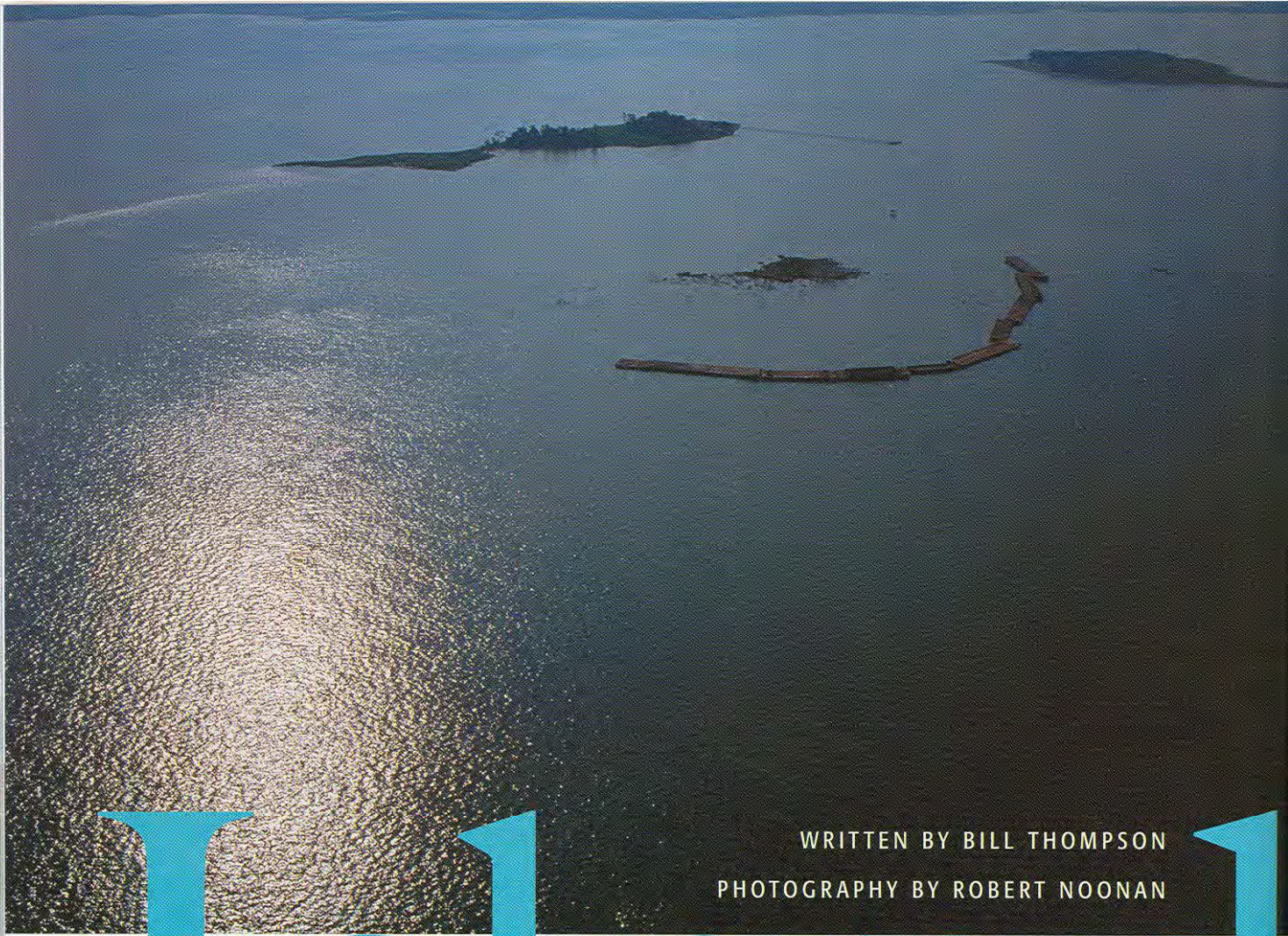
Gwen Meyer, a study team leader for the Army Corps of Engineers, encouraged people who attended the meeting to ask questions about the project, and to communicate their thoughts and concerns about the project in the meeting. For those who did not wish to speak, Meyer reminded everyone comment cards were available.

Larry Chubet of Sherwood said he can see the project from his waterfront property. He said he worries people think of Poplar Island as a dump, and that would have a negative impact on his home's resale value.

"It's a benefit to everyone except us, the watermen and us," Chubet said.

A draft of the study is scheduled to be completed in June 2005. A public hearing on the results is to be scheduled for fall 2005. The final study is to be published with the decision in the winter of 2005/2006.





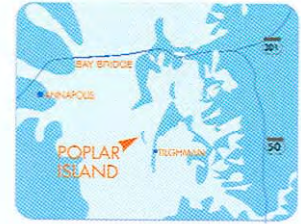
WRITTEN BY BILL THOMPSON  
PHOTOGRAPHY BY ROBERT NOONAN

# Island

Once a rustic retreat for presidents, Poplar Island was dwindling into a sandbar by the mid-1900s. Now a mammoth restoration project is bringing back this natural paradise.



Left: In the late nineteenth-century, Poplar had split into three distinct islands: Jefferson (left), Coaches (top right), and tiny Poplar, which lies surrounded by a ring of protective barges in this photo from 1993. Below: By 2004 restoration efforts had restored large sections of the island, as man-made "cells" await additional fill-in.



#### POPLAR ISLAND

- CONSTRUCTION FOOTPRINT
- 1993 LANDMASS
- 1847 LANDMASS

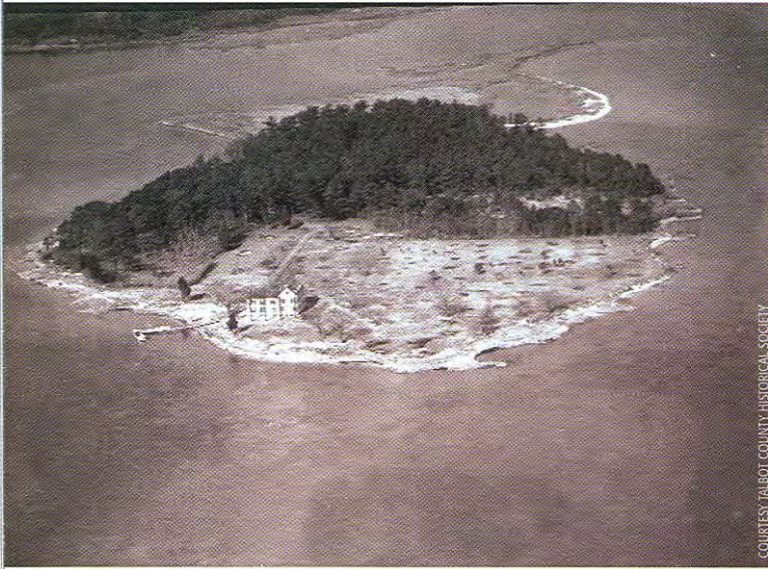
# Rising



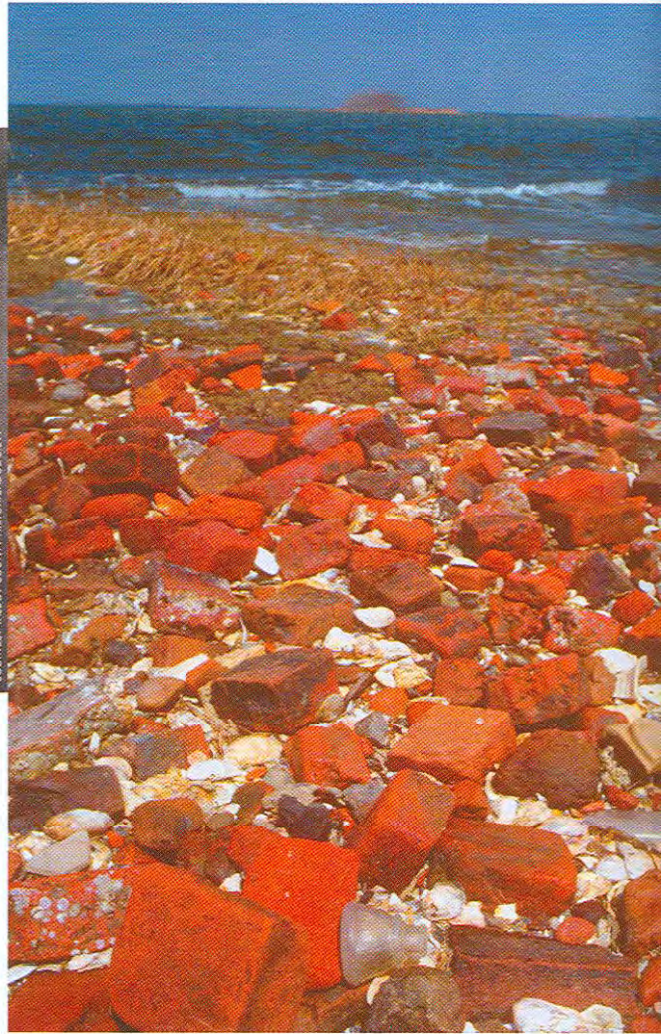








The lodge on Jefferson Island was a favorite retreat for presidents Franklin Delano Roosevelt and Harry S. Truman; the last full-time residents left in 1951. The only remaining evidence of past human activity on Poplar Island—which used to be covered with trees—are old bricks and discarded bottles.



COURTESY, TALBOT COUNTY HISTORICAL SOCIETY

# P

## The Past

POPLAR ISLAND OFF THE SOUTHWESTERN SHORE OF Talbot County is not the largest, the most populated, or even the prettiest island in the Chesapeake Bay. It has no quaint waterfront village, no romantic guesthouse getaway, no rustic country store, no seafood restaurant with a sunset view. It doesn't even have two trees tall enough to string a hammock.

In fact, were it not for an incredible effort of human intervention—a mammoth restoration project begun in 1998 and likely to continue for at least another ten years—Poplar Island today probably would exist only as another sandbar to be avoided by boaters.

That would have been more than a loss of land. Of all the islands in the Chesapeake, few can hold a candle to Poplar's quirky, colorful past.

Before wind, ship wake, and the steady rise of sea level conspired to reduce the biggest part of Poplar to a mere five quaggy acres, the crescent-shaped island once occupied nearly 1,200 acres of forested land so promising to colonists that men who had settled on nearby Kent Island spent spring and summer there in 1634 clearing the trees for farmland.

Soon afterward an Englishman and his family moved onto what was called Popeley's Island, named for an early explorer, and set up the first plantation in what would become Talbot





**Erosion has claimed more than a thousand acres from Poplar in the last 150 years, but with the help of heavy equipment and marine biologist Donald W. Meritt and naturalist Dana Spontak, bird and turtle nests are making a comeback. Mary Jane Haddaway-Fairbank and her family moved to the island when she was six. Her recollections include good times swimming and crabbing and a “memorable incident” while serving peas to Harry S. Truman.**



County. Three years later, the island was the setting for another first. While the farmer was away, Nanticoke Indians allegedly slipped onto the island and massacred his wife and child, a servant, and the half dozen farmhands who labored in the fields raising corn and livestock.

A little more than two centuries later, the island, now known as Poplar and owned by Charles Carroll, a grandson of the signer of the Declaration of Independence, was the centerpiece of a whimsical notion for striking it rich. An agent for Carroll promised in the local newspaper to pay twenty-five cents each for as many as one thousand black female cats, who would procreate on Poplar with the resident black male cats. Cats being cats, Carroll figured, they would multiply in short time and their pelts would be harvested for a lucrative fur trade with China. As island dwellers, the cats would have natural boundaries preventing them from running away. The idea seemed sound until late that winter, when the waters around Poplar Island froze and the cats high-tailed it across the icy bridge to the mainland some two miles away.

By the late 1800s, the island was home to more than a dozen families who farmed the soil and fished the Bay. Their island community was nearly self-sufficient and boasted a

post office, a church, a general store, and a school.

But the Chesapeake was taking its toll on shorelines. Scientists estimate that, in the middle eastern section of the Bay alone, erosion has claimed 10,500 acres of land in the last 150 years. Poplar's losses became apparent by 1877 when its northern tip (Cobbler's Neck) had been breached, creating a separate and smaller island known as Cobbler's. By the turn of the century, the southern end, Coaches Neck, was split off and became Coaches Island.

Like the black cats before them, islanders steadily left Poplar for the mainland, clearing the way for bootleggers, who moved in and built a thousand-gallon still. The illegal operation was broken up in 1929. A county newspaper reported the next year that no one lived on the island and that the remaining buildings “have disintegrated and are falling down, and that the doors, sashes, and boards have been stolen off of them for several years.”

But the islands did not sit vacant for long. Wealthy Democratic lawmakers in Washington, D.C., purchased Poplar and Cobbler's islands, renamed Cobbler Jefferson Island, and in 1931 established an exclusive retreat where they and their guests could talk politics, shoot waterfowl, fish, enjoy cigars and bourbon, and relax in as remote a setting as you could





and still be within a few hours reach of the capital.

Mary Jane Haddaway-Fairbank was six years old when she moved to Jefferson Island with her family. Her father, Vernon (who carried his childhood nickname of “Bunzy” to the island with him) had been hired to manage the club. Bunzy was a Tilghman Island waterman who was as at home inside a duck blind as he was behind the wheel of a boat.

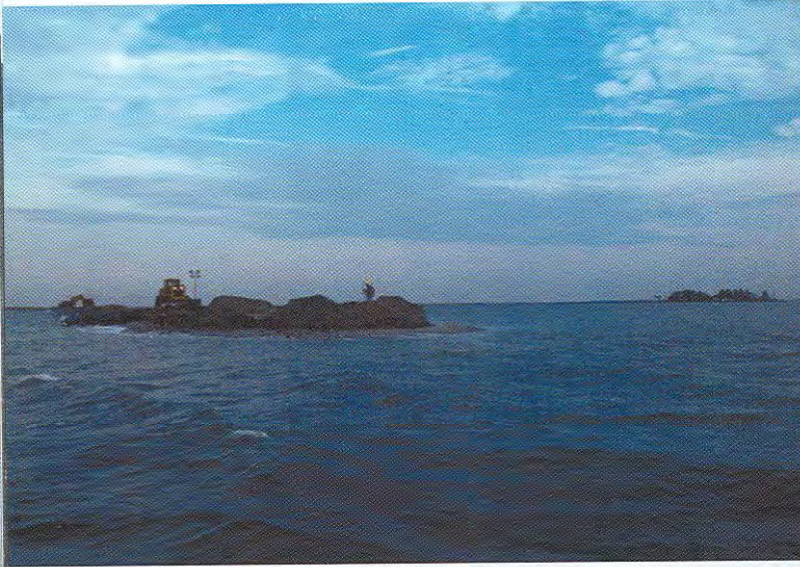
For the next ten years the Haddaways lived on Jefferson Island, tending to the needs of President Franklin Roosevelt and his guests and, later, President Harry Truman. “I loved it,” says Mary Jane, seventy-three, who now lives in the little town of Sherwood on the Talbot mainland. “I could go swimming or crabbing or fishing, whatever I wanted. I had my pets. I had Chesapeake retrievers that we raised out there. I had a cat named Fluffy.”

When she grew old enough to help her mother in the clubhouse, Mary Jane served food to the dignitaries. Her best-told tale, what she calls “the pea incident,” is set within a two-day gathering in the fall of 1945 when hundreds of politicians, cabinet secretaries, war heroes, businessmen, and judges joined the Truman Administration on the island for the club’s biggest party.

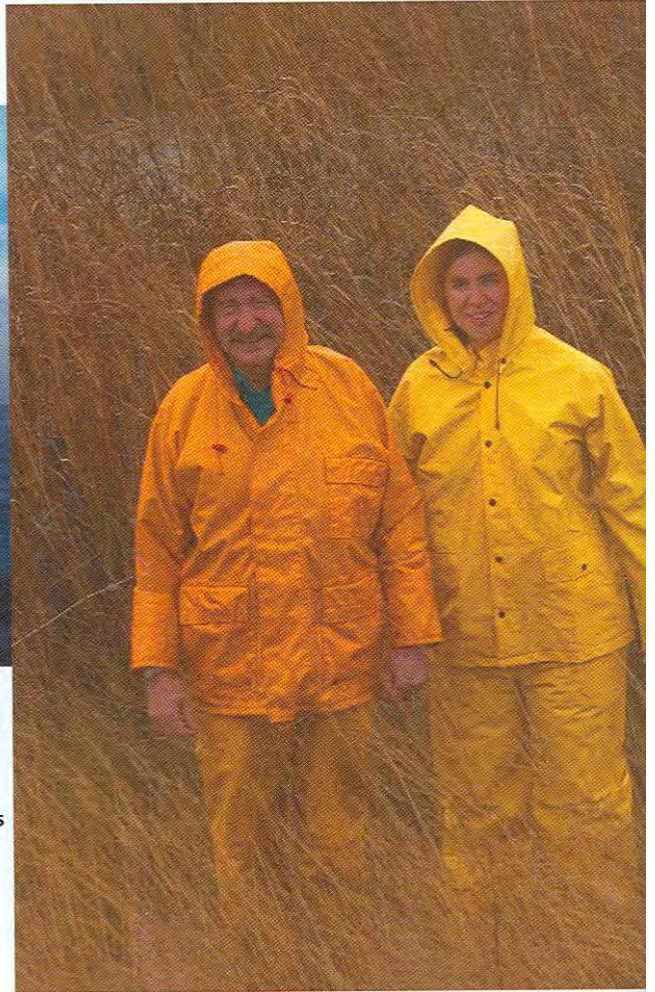
As the story goes, President Truman wanted dinner served







**Barges, loaded with up to seven thousand cubic yards of soupy, gray muck dredged from the Bay's navigation channel, will be used to restore Poplar Island to 1,140 acres—its size in 1847. The nature of the work requires Mark Mendelsohn, of the U.S. Army Corps of Engineers, and tour coordinator Chrissy Albanese to toil in all types of weather, ensuring the restoration of the island and the survival of wildlife, such as these nesting cormorants.**



on the porch and the Haddaways set up a long dining table outside to accommodate him and his entourage.

"I was helping my mother serve the table," Mary Jane recalls. "It was long enough that I carried two bowls of peas. I was told to put food by the president, so I just reached in [with my right hand] with one bowl and as I did, the other bowl just kind of tilted and the peas went down his back."

Shocked by what she had done, Mary Jane froze. "Oh Lord," she says now, "I thought I was going to be murdered right there on the spot, you know. The Secret Service came running up. A few peas had dribbled down his back and they were hot. He turned around when he felt something. I guess I had tears in my eyes because I was scared to death. He took one look at me and saw me standing there shaking with two bowls of peas. That's when he said, 'Oh hell, honey, don't worry about it. You'll have a story to tell your grandchildren.'"

The clubhouse burned to the ground in 1946, the Democrats left, and in 1948 George Bailey, the new owner of Poplar and Jefferson islands, moved his family to Talbot from their farm in Cecil County. The family patriarch, and a lover of the outdoors, built a new lodge for paying

sportsmen on the site of the old burned one.

Peter Bailey, the youngest of his four children, remembers when they got there that Poplar remained the largest of the three islands and was mostly covered in trees. But the island had shrunk to about two hundred acres and erosion was aggressively gnawing away at the northern and western sides, undercutting trees along the shoreline and toppling them into the Bay.

The family's stay on the island lasted only three years. Peter's father died in 1951, and the Baileys, unable to continue running the lodge, moved to the Talbot County mainland. They were the last full-time residents on the islands.

Peter, now a retired businessman still living in Talbot, was eleven when his father died. He says that because of his age, his family shielded him from that painful period, and he still remembers his three years on an island as an idyllic experience, exploring and wading in the shallow waters searching for soft crabs.

In 1996 he published his memoirs of a childhood on Poplar. The experience was cathartic. "I'm probably the only one out of the entire family for whom it was a positive experience," he says. "I didn't realize until I wrote the book that

*(continued on page 11)*







## Poplar Island

(continued from page 76)

I had a hard time getting the island out of my mind. I always wanted to go back and try to complete what my father had started. And then I realized that the island symbolized my father. And that's why the island meant so much to me. It was a way of trying to hold onto him."

### The Present

Poplar Island is a work in progress, a sweeping construction site with men in hardhats riding inside giant machines across wide flats of what could pass for a sand-and-mud moonscape. Surrounded by water and within sight of the boxy tankers that ply the Chesapeake, there's no spectacle quite like it in the entire region.

The island is also something of a tourist attraction. Last year 1,700 people—more than twice the year before—came out to Poplar aboard the aluminum-hulled *Terrapin* and bumped around the island's dirt roads in a blue and white tour bus, operated by the Maryland Environmental Service.

The tours started in 2000 as a way of showcasing the unusual project. What visitors—students, teachers, engineers, foreign delegations, birders, and curious retirees—witness on Poplar depends upon the time of year they arrive. Warm weather finds biologists and volunteers planting grasses, trees, and other native plants. Cold weather is when the barges, each capable of holding seven thousand cubic yards, deliver the soupy gray muck dredged from the Bay's navigational channel.

Last year barges toted about two million cubic yards of material to Poplar. "Think of Ravens stadium as a big ice cream bowl," suggests Chrissy Albanese, the Poplar Island tour coordinator. "Fill that bowl with dredged material and put another scoop on top. That would be about two million cubic yards."

Every year Maryland dredges parts of the channel to maintain a depth of fifty feet required by commercial tankers heading to and from Baltimore



## Poplar Island

Harbor. The channel is constantly filling with silt that has to be removed. And the dredged material has to go somewhere. Poplar Island was receding so quickly that a hurricane or even a tropical storm such as Isabel could wipe it out forever.

In 1994 both causes were served when the U.S. Army Corps of Engineers, the Maryland Port Authority, and environmental groups agreed to a "win-win" concept: dredge the channel and use the material to rebuild Poplar Island as a wildlife habitat, returning it to its 1847 imprint of about 1,140 acres. Engineers estimate that by the time the last barge is pumped onto the island, the new Poplar will contain nearly forty million cubic yards of dredged material. Three quarters of the total cost, a whopping \$400 million, is borne by federal agencies with the remainder funded by Maryland. Proponents say that the revenues the state earns through its port easily offset this amount.

The closest Maryland has come in the past to anything similar is the ongoing use of Hart-Miller Island in the Bay off Baltimore County. The state began depositing dredged material at that location in 1984. And while it is a popular destination for both boaters and birds, Hart-Miller originally was planned solely as a containment facility and was not designed with the same level of intricate environmental concerns.

The Poplar project was launched with the painstaking placement of 560,000 tons of heavy armor stone in an interlocking puzzle pattern outlining the shape of the island to be. Earthen dikes were laid out, shaping the area into six cells or compartments, the largest about 250 acres.

Dredged material was pumped into the cells at various depths, depending upon the island's planned uses. The western half of the island will be forested uplands rising twenty feet upon sea level. The eastern half will be wetlands containing high and low marshes, ponds, and small islands intended for bird nesting.

## The Future

The singular Chesapeake beauty that will be the reborn Poplar Island is not yet fully evident. Marsh grasses are taking hold. Most of the 1,100 trees and shrub seedlings planted two or three years ago as an experiment have survived.

Marsh grasses are taking hold. Most of the 1,100 trees and shrub seedlings planted two or three years ago as an experiment have survived. Terrapins have discovered the sandy beaches forming naturally on the east end and, at last count, have built 187 nests.

Terrapins have discovered the sandy beaches forming naturally on the east end and, at last count, have built 187 nests. And, of course, birds already are plentiful.

But it may take another twenty or thirty years before Poplar resembles a mature island. And when that time comes, Poplar should look very much as it did in the early 1600s when European explorers first ventured north into what the local natives called the "Chisapeack."

In the meantime, Mark Mendelsohn, lead biologist with the U.S. Army Corps of Engineers, and tour coordinator Albanese offer a descriptive preview. "As you pull up in a boat, the low side of the island will be functioning wetlands," says Mendelsohn. "There will be a lot of fish—rockfish, white perch, killifish, which are fish food for predators. There'll be menhaden."

"And you'll see a lot of birds," adds Albanese. "Birds will be coming in and out. Egrets and herons will be fishing. In spring you'll see a lot of least terns and common terns, hopefully snowy egrets and cattle egrets nesting. We hope brown pelicans will nest, too."



## Poplar Island

---

From the channel side of the Bay, Poplar will rise to the base of a thick forest. Eagles, which already live on nearby privately owned Coaches Island (which is used by the owner for hunting waterfowl), are expected to migrate to the trees. "We're going to plant loblollies and hardwoods," Mendelsohn says. "Behind them will be areas of meadows and some little pools. The ideal situation will be a beautiful, functioning salt marsh."

When the project is completed, management of the island will be turned over to Maryland. Whether the public will be encouraged to explore Poplar has not been decided. The original plan was to maintain it as an environmental habitat for indigenous Chesapeake wildlife, a retreat sorely needed in the face of so much land loss to erosion and development.

But plans could be altered slightly to accommodate short-term visitors. "We joked in the beginning about planting poison ivy and blackberry bush and brambles, and making it a pretty miserable place," says Mendelsohn. "And lo and behold, we've got a bus with Poplar Island on the front of it, and we've got people from all around the world coming out. It's not at all what we had envisioned for this project. So who knows?"

Peter Bailey has returned to Poplar Island a number of times over the years, both before and after the replenishment project started. "I knew that it was going to cost more to haul the dredge spoils farther down the Bay, but I also think it's worth the extra costs," he says. "It will make a great habitat and it really helps protect the mainland, too. My thoughts about what they're doing are all positive." **CI**

*Regular CL contributor, Bill Thompson, writes from his Easton home.*

**TOURS OF POPLAR ISLAND ARE FREE AND LEAVE FROM KNAPPS NARROWS ON TILGHMAN ISLAND. TOURS REQUIRE A MINIMUM OF EIGHT PEOPLE; INDIVIDUALS CAN BE ADDED ONTO TOURS. CALL CHRISSE ALBANESE FOR MORE INFORMATION, 410-770-6503.**

## Rising from the Bay

by Helena Mann-Melnitchenko with Katherine Mann

This was no Sunday picnic in the park. The volunteers, some 15 of them, were up to their ankles in mud. And the tide was coming in. On their last day to plant cord grass and the wider leafed *Spartina alterniflora* on Poplar Island, the water was too high to work. No matter; there was still a job to do. To keep Canada geese from landing and undoing a week's worth of plantings, they helped make goose exclusion fences, some pounding in stakes, others stringing fences or tying on flags.

Under their hands, Poplar Island was reemerging from the Bay.

### Hungry Water

Chesapeake Bay gnaws at shores and swallows whole islands: some 10,000 island acres disappeared in the last 150 years. Only remnants remain of Sharp's Island, Holland Island and Poplar Island. Smith, Tangier and Tilghman: Will they be next to go? The rise in the Bay's waters is predicted to overcome them in this century.

Nature, in the form of hurricanes and storms, adds her fury, doing tremendous damage to the shoreline and the islands of the Bay. Hurricane Isabel, which hit our shores two years ago this September, was particularly ferocious. In that regard, the Bay is at the mercy of nature, and there's not much we can do about it.

But we can do something about global warming, which is responsible for an accelerated rise in seas of one foot just this past century. In this new century, sea level is predicted to rise two to three feet.

The destruction of our planet by humankind is nothing new. Think of the Dust Bowl of the 1930s, when new technology, in the form of the tractor, scoured America's Plains. Scientists say this new human threat, global warming, will devastate our entire planet as the water levels rise and our shorelines, from Antarctica to Alaska are inundated. There will be consequences for many species, *Homo sapiens* included.

The first step in solving a problem is to recognize it. We now know we have a problem. Perhaps we're the Dutch boy with his hand in the dike, but the good news is that we are making an attempt, albeit a small one, to give back to the planet what we have taken away.

The restoration of Poplar Island, two miles west of Tilghman Island in the mid-Bay, is just that kind of attempt.  
Anchored in History



In 1994, Poplar Island still retained some forest cover, but today it is flat and barren.

The black cats came later.

First, Daniel Cugley pastured a large herd of pigs on Popeley's Island, as it was known then, in 1632. In the summer of 1637, the usually peaceful Nanticoke Indians — or perhaps it was the warlike Susquehannocks who carried on a lively fur trade on Kent Island — went on the warpath. They massacred the wife, child and servants of Richard Thompson, who had settled on the island in 1631. Thompson himself escaped the massacre as he was on a fur-trading voyage at the time.

Except for the war of 1812, when the British fleet occupied the island, the 19th century was a quiet time. But not quiet in every way. In 1844, a thousand black cats were brought to the island by an owner who thought to trade black cat fur with China. The venture came to naught as the Bay froze that December and the

cats escaped.

**BAY WEEKLY.COM**  
The Chesapeake's Independent Newspaper ~ Online

Volume 13, Issue 32 ~ August 17 - 17, 2005



Yet the island thrived. By the 1880s, almost 100 watermen called it home, and the tulip poplars that graced the island helped change its name. A school, church, sawmill and a post office supported the community. Even then, the Bay was eating the island away, and the community shrank.

But the isolated island was still good for sneaky business. During Prohibition, Poplar was home to a large moonshine operation. When the sheriff of Talbot County busted the stills, huge amounts of whisky mixed with the waters of the Bay.

In 1929, prominent Democrats bought what remained of Poplar and Jefferson Islands. In 1931, a Jefferson Island club was built for political discussion and elegant entertaining. Close to Washington yet private, location was again a plus. President Franklin Delano Roosevelt, Vice President Harry Truman and their advisers strategized World War II there, on what was by that time several small, shrinking islands.

Eventually the Smithsonian bought the remnants to conduct studies on seabird populations. Now Poplar Island is owned by the state of Maryland, which has worked to keep its investment from trickling grain by grain into the Bay.

**How Do You Restore an Island?**

By the end of the 20th century, the island that once welcomed a president had shrunk to just four acres of land, barely rising out of the Bay. The Poplar Island Restoration Project began in 1996, raising the island from oblivion with spoils dredged from the upper Chesapeake Bay approach channels to Baltimore.

Rebuilding the island is the secondary result of the massive public-works project. Over 17 years, \$340 million will be spent, primarily to keep ships navigating to the port of Baltimore. The port, one of the largest in the nation, contributes \$1.4 billion to Maryland's economy each year.



Poplar Island — which makes its contribution in wildlife, not dollars — is the lucky recipient. Rebuilt to its 1846 footprint of 1,140 acres with clean dredge material from the Bay — not the toxic-heavy Inner Harbor — the island will eventually regain its wildlife habitat.

The island is being built in two levels. First the 570 acres of inter-tidal wetlands or lowlands are restored, barge load by barge load with millions of cubic yards of Bay-bottom muck. Over the years, a higher, reforested region of 570 more acres will rise some 23 feet above sea level. By 2014, Poplar Island will be richer by 40 million cubic yards of dredge spoils.



To rebuild the vanishing island, the Army Corps of Engineers barged in a flotilla of heavy-duty earth-moving equipment and maintains a routine of muck delivery service.

Starting in September or October and lasting through March, the Corps ships dredge spoils from the navigation channels to Poplar Island in scows, large flat-bottomed boats with square sides. At the island, an unloader empties the scows and pumps the mud into containment dikes built on low marshy ground. Pipes allow for the natural flow of tidal water.

Way before the first barge could be loaded, in 2001, the plan had to pass years of environmental tests because Maryland carefully regulates the disposition of dredge spoils. In 2001, the state also outlawed open-water dumping, which Virginia allows in its part of Chesapeake Bay.

"We work closely with the regulatory agencies to ensure that all environmental standards are met," said Scott D. Johnson, Poplar Island project manager for the Army Corps of Engineers.

The Corps of Engineers got the job because they're responsible for keeping shipping channels open. In turn, the Corps pays three-quarters of the \$340-million project with federal dollars. Maryland's share of the costs is \$85 million.

Besides the Corps, many federal and state agencies are working on the project. Among them are the Maryland Port Administration and the Baltimore Aquarium, which organized its own corps of volunteers this summer to plant six acres of sea grasses to lure wildlife. Eventually the uplands will also be reforested with native trees and bushes.

Once the island has been replanted, the wetland dikes will be broken through and there will be free flow not only of the tide but also of animal life. Currently, some small animals — silversides and killifish, shrimp and some small crabs — make their way through the four-foot pipes of the dikes.

Terrapin turtles and water birds — blue heron, cormorants, egrets, nesting terns and red-winged blackbirds — are making their home on this scrap of land. Islands in the Bay have fewer predators, including humans, so they are very desirable nesting sites.

### **Baltimore Aquarium Brings a Planting Crew**

"I always enjoy introducing our summer interns to the wetlands," Angie Ashley, the National Aquarium's Chesapeake Bay program manager said. "Many have not had much field experience. In the early weeks, they are skittish and try to stay clean. But by the end of the project they are fully embracing the mud."

For seven years, the aquarium has enlisted volunteers to restore Bay tidal wetlands. This year, when the first wetland cell at Poplar Island was ready to be planted, the Army Corps invited the aquarium to lead the effort.

"We had great weather, wonderful volunteers and all supplies were delivered on time, thanks to many months of diligent planning by all of the project partners," Ashley said.

In 10 days at the end of June, some 400 volunteered a day or more to plant 150,000 sprigs of marsh grass on six acres of Poplar Island.

These volunteers got close and personal with the Bay: They heard it, touched it and smelled it. Now, Ashley said, "they will feel compelled to protect it because they understand the Bay and its immense importance."

Katherine Mann, one of those volunteers, kept a journal of her days of touching, hearing and smelling the Bay.

"On Tuesday, June 28 my first day of the three for which I had volunteered," she wrote, "the Terrapin was filled with some 30 men, women and children of all ages and sizes." The Terrapin, a dual-engine craft that can move sideways as well as forward and backward, transported volunteers from Tilghman Island to Poplar.

### **Volunteer Katherine Mann's Journal**

Some had traveled three to four hours: grandparents with grandchildren, uncles from Pittsburgh with their Maryland nieces, teachers on summer vacations. In shorts or jeans, T-shirts and hats, they all looked ready to go. Some were old hands: This planting project had started the previous Friday.

As we approached Coaches, Jefferson and Poplar islands, it seemed that there were forested and flat parts. It proved to be an illusion. Only Coaches and Jefferson are forested; Poplar is flat and barren, but it is an active construction site. Huge machinery gave it the appearance of a lunar landscape.

Buses carry volunteers to the planting site, Cell D, where the aquarium had Kevlar gardening gloves, dive booties, water and granola bars set out.

The team leader demonstrated the planting technique. A PVC pipe grid was laid down to

guide our planting. We used dibble bars to poke holes in the soft mud, one foot apart for *Spartina patens*, two feet apart for *Spartina alterniflora*.

Each planting team had three volunteers. The first person dug the hole, then moved over to the next spot. The second added the fertilizer, and the third put the plant in and covered it with more mud. The mud was clean, smelling lightly of the Bay.

It was hot and sticky, and we were glad of our water breaks and lunch under the tent. Some of us left at 3pm with the construction workers. We were covered in mud but chatting happily. There was a sense of camaraderie; we were part of a historic project.

I didn't wake up stiff and sore, next day, as I was afraid, but no matter how hard I scrubbed the night before, there was mud under my fingernails, a badge of sorts.

It was overcast and breezy on the way over to Tilghman Island again. Perfect planting weather. We took a smaller boat out, one of the aquarium's. It rained by lunchtime, and rain jackets were provided to those who had not packed them.

"This must be like planting rice in the rice paddies," someone joked, as we raced against the tide before it became too swampy.

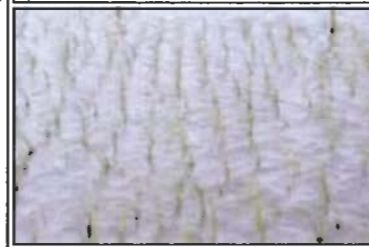
Day three was sunny with not a cloud in the sky. The rain had scrubbed the air clean. I had forgotten my lunch and received many offers to share from the other 30 volunteers. I did not go hungry.

By now, I was an old pro at planting and knew I wanted to come back the next day. There were to be fewer volunteers on Saturday, which coincided with the Tilghman Island Seafood Festival.

Just 15 volunteers came that morning. When we arrived, the waters in our cell were much higher than the previous days due to a full moon two days before. It was goose exclusion fences that Saturday. A new sight greeted us: several dead trees, snags, erected on the central island of our cell. The organizers hope that they will encourage brown pelicans to nest there.



photos by Katherine Mann  
Volunteers trudged through mud to plant cord grass and the wider leaved *Spartina alterniflora*.



A lot of progress was made during the week, and as we made our way to Tilghman, I pondered the future of Poplar Island. I would love to revisit it again after the *Spartina* grasses, which thrive in salt marshes, have taken root. My land across from Tilghman Island is also being eroded by the rising levels of the Bay. My husband and I have already planted some sea grasses.



For me, these four days on Poplar were a chance to help the Bay on a local basis. On a larger scale, the Poplar Island refuge will provide a place for birds, shellfish, and fish to have a safe home, all critical pieces of why we love the Bay.

The Poplar Island Project is a small way of reclaiming Chesapeake Bay. I have already signed up for another similar replanting project: Planting and monitoring the aptly named Barren Island, near the Blackwater Wildlife Refuge in September. Any other volunteers out there?

### Popular Poplar

Not only Mann and her 400 grass-planting partners but also federal, state, local,

environmental groups and academia are partners in the restoration project.

"Perhaps the most challenging part of this project and the best is coordinating the construction with the ongoing wildlife activity," said the Corps' Johnson. From the beginning of construction, he explained, birds and diamond-back terrapins have selected Poplar Island as nesting sites.

"Coupled with the eagle nest and heron rookery on the adjacent Coaches Island, protecting and working around this activity is a constant challenge," Johnson said.



The project is supported by the entire Maryland delegation, and most environmental groups, more so as the project progresses. The National Fish and Wildlife Federation and the Chesapeake Bay Trust, among many others, have funded replanting. In another sign of success, Blackwater Wildlife Refuge is seeking dredged material to restore its habitat.

After four years of barging in dredge spoils, Poplar Island is about 30 percent complete. Forty-five tidal-marsh acres of the planned 570 have been planted. The plan is to complete about 50 to 75 acres per year starting in 2007. The remaining upland habitat will be planted in 2015 after the final placement and consolidation.



Hurricane Isabel tried to take a bite out of the island but succeeded in only breaching two areas of the dikes. The toll from such hurricanes is factored into the total estimate.

As the restoration of Poplar Island progresses, many Marylanders see it out there in the Bay, but hundreds watch more closely. The hot sweaty volunteers who toiled there replanting the island have made it their own.

Join staff from the National Aquarium in Baltimore from one to four days September 8-12 to plant marsh grasses and restore a wetland on Barren Island. Volunteers under 18 need an adult partner: 410-659-4247

[conserve@aqua.org](mailto:conserve@aqua.org)



## Editorial

### Poplar Rises: A Remedy for Vanishing Islands

In this issue we bring you an update on a remarkable effort to change the course of nature in Chesapeake Bay.

If you've done much boating, you've no doubt seen land rising off the Eastern Shore directly across from North Beach and Chesapeake Beach.

We're nine years into the Poplar Island Environmental Restoration Project, in which the U.S. Army Corps of Engineers is hauling in vast amounts of dredge spoils to replace more than 1,100 acres of island habitat, half of it to become wetlands.

Poplar Island is a project reminiscent of the era of dam-building and gigantism in public works, aiming to spend nearly \$750 million in a remote setting accessible only by boat. It is the kind of effort we rarely see in this era.

It has a purpose beyond conservation, of course: ridding shipping channels and waterways of the soils and organic matter that inhibit the passage of boats. We need some place to store the muck, and Poplar Island sure beats dumping it in the open Bay, a nutty state plan quashed via public uprising a few years back.

We recall 20 years ago, tying up our boat and traipsing around the remains of wind-swept Poplar Island. There were blue herons everywhere, appealing beaches and the thrill of silence and isolation — along with more mosquitoes, black flies and deer ticks than we'd ever endured.

There also was the sense that these surroundings would be all but gone in another 20 years or so, like Sharp's Island a few miles south, where a leaning lighthouse reminds boaters of what once was.

We're for nature's natural rhythms, but we're not averse to what's going on these days at Poplar Island. It's innovative with great potential, and Tilghman Island and other communities on the Shore partake of this bounty.

That brings us to the new Corps plan: a 575-acre addition at the island's northern edge to make room for another decade of dredge material.

Most folks are paying little attention. Some are, especially watermen. The Corps' newly revised environmental impact statement, available on the web, notes that the plan would sacrifice 4,277 acres of bottom habitat: prime grounds for clamming and crabbing.

Maryland Watermen's Association vice president Russell Dize, of Tilghman Island, uttered an oft-repeated summation of Army engineers: "They listen, and then they do what they want," he complained.

One final point: What will become of Poplar Island when the Corps is done? After spending three-quarters of a billion dollars, will taxpayers get to use it? What we know now is that it will be owned by the state of Maryland.

Will it be a wildlife preserve? Opened to boating and picnicking? Or opened for development? While the Corps plans, so should we

**BAY WEEKLY.COM**  
The Chesapeake's Independent Newspaper - Online

Volume 13, Issue 32 ~ August 11 - 17, 2005