DRAFT FINAL
SUMMARY OF THE COX CREEK
CITIZENS OVERSIGHT COMMITTEE MEETING
October 14, 2020 - 5:30 PM
Virtual Meeting

Attendees:

Anne Arundel County Department of Public Works (DPW): Chris Phipps
Anne Arundel County Water Access Committee: Lisa Arrasmith
Cox Creek Citizens Oversight Committee Facilitator: Angie Ashley
Council Fire: Katie Smith
Greater Pasadena Council: Allan Straughan
Maryland Department of Transportation Maryland Port Administration (MDOT MPA): Sergio Adantor, Dave Blazer, Kristen Fidler, Katrina Jones, Kristen Keene, Amanda Peñafiel
Maryland Environmental Service (MES): Dallas Henson, Robert Natarian
North County Land Trust (NCLT): Rebecca Kolberg, Edson Beall
Regina Rochez Consulting Services: Regina Rochez
Resident of Legislative District 31: Gary Gakenheimer
Restore Rock Creek: Paul Jendrek
Stoney Beach Condominium Association: John Garofolo, Chris Hessler
South Baltimore Business Alliance (SBBA): James Matters

Action Items:

1. Ms. Fidler and Mr. Phipps will coordinate to update the Anne Arundel County elected officials regarding reserving placement capacity at Cox Creek DMCF for Northern Anne Arundel County DPW maintenance dredging projects at the upcoming MDOT CPT tour. *Complete – occurred on November 2, 2020.*
2. Ms. Keene will provide additional information regarding contaminants of potential concern at the Ridgley's Cove site and the remediation plan. *Complete - noted in meeting summary*

1.0 Welcome & Introductions **Angie Ashley**

Ms. Ashley convened the virtual meeting and introduced all in attendance. All meeting materials can be found at this link: 10 14 2020 Cox Creek COC Meeting.

Ms. Ashley informed the Committee that since Mr. Brian Conrad resigned from the Pasadena Business Association, he has also resigned from his role on the Cox Creek Citizens Oversight Committee (COC), including his role as the chairperson. Ms. Ashley thanked Mr. Conrad for his years of service to the Cox Creek COC. Any appointed Committee members interested in volunteering to be the Cox Creek COC chairperson can contact Ms. Ashley or Ms. Katrina Jones with the Maryland Department of Transportation Maryland Port Administration (MDOT MPA) for more information.

Ms. Ashley requested comments on the July 8, 2020 meeting summary; no comments were received. Ms. Ashley requested a motion to approve the July 2020 meeting summary, which was made by Mr. Straughan, seconded by Mr. Jendrek, and approved by the Committee.

2.0 Cox Creek Expansion Update

Amanda Peñafiel, MDOT MPA
Sergio Adantor, MDOT MPA

Construction Update

Ms. Peñafiel provided an update on the Cox Creek Dredged Material Containment Facility (DMCF) expansion project. An August 2020 aerial photograph of the site was displayed for the Committee to outline the base dike widening, upland building demolition, innovative reuse material staging area, the Operations & Maintenance (O&M) Complex, the Swan Creek mitigated wetland, and the proposed community enhancement trail through the Cox Creek conservation easement area.

Base Dike Widening

The base dike widening, which will serve as the foundation for the future +60' mean lower low water (MLLW) dike raising, is complete. The base dike widening project utilized existing suitable borrow material excavated from the upland portion of the property to widen the existing DMCF dikes to an approximate width of 200' and a uniform elevation of +36' MLLW. Although the base dike widening portion of the project is complete, ancillary projects included in the overall contract are underway, which include Building 101 remediation in the upland area, grouting the spillway pipes, reconstruction of the perimeter DMCF road, as well as demolition and off-site hauling of asphalt and concrete. Ms. Peñafiel added that, while the contract is currently planned for completion in February 2021, the contractor is ahead of schedule.

Ms. Peñafiel showed the upland borrow excavation area on the aerial map in relation to the sediment basin. As water accumulates in the borrow area, it is pumped into the sediment basin to allow the borrow area to remain dewatered. The Cox Creek DMCF discharge permit was modified to allow water from the sediment basin to be discharged directly to the Patapsco River if the discharge water meets the water quality standards. However, if the water within the sediment basin does not meet water quality standards, then the water is discharged to the DMCF.

Upland Demolition

Ms. Peñafiel informed the Committee that the upland demolition contract is complete and showed before and after photographs of the Building 201 demolition. Some elements of the Kennecott infrastructure remain and will be removed as a part of the +60' dike construction contract. The Kennecott site originally consisted of 26 different building structures.

Ms. Peñafiel stated that MDOT MPA subcontractor, EA Engineering, submitted the Building 201 Remediation Closeout Report for Environmental Protection Agency (EPA) acceptance in June 2020. The EPA responded with no questions or concerns and acknowledged the project completion per the approved Remedial Action Plan. The Building 201 project is considered complete.

+60' MLLW Dike Raising & Expansion

The final design for the +60' dike construction and expansion was completed in early 2020, and MDOT MPA continues to coordinate with regulators to obtain the necessary project permits. The Joint Permit Application (JPA) was submitted to Maryland Department of the Environment (MDE) and the United States Army Corps of Engineers (USACE) on March 12, 2020. On behalf of MDOT

MPA, Maryland Environmental Service (MES) advertised the +60' dike construction project on May 4, 2020 and bids were accepted through June 29, 2020. Ms. Peñafiel stated that MES is currently in the award vetting process and is close to recommending a contract to award. The +60' project is expected to begin in February 2021, or when all the necessary permits are obtained and is anticipated to be completed in February 2024.

Milestones/Schedule
Ms. Peñafiel presented a graphic to the Committee depicting the Cox Creek DMCF expansion project milestones. The O&M Complex was completed in September 2019. The upland soil remediation contract was completed in October 2019. The upland facilities demolition contract was completed in July 2020. The base dike widening contract is expected to continue through February 2021. The +60' project permitting process is expected to be completed in February 2021, after which dike construction will commence.

Mitigation Update
Ms. Peñafiel provided an update regarding mitigation for the +60' dike construction and expansion project. MDOT MPA is conducting ongoing coordination with regulators regarding project mitigation requirements. Based on known project impacts, the types of compensatory mitigation for the +60' dike construction and expansion project will include critical area mitigation and nontidal wetland mitigation. Currently, MDOT MPA is anticipating permit authorization from MDE Dam Safety Division, Nontidal Wetland Division, Tidal Wetland Division and Plan Review Division for erosion and sediment control (ESC), including approval of the stormwater management plan.

Critical Area Mitigation
The mitigation requirements for critical area impacts related to the +60' project were determined through coordination with the Critical Area Commission (CAC). The mitigation requirement equates to 4.85 acres, which are based on 0.85 acres of impacts within the 100' critical area buffer at a 2:1 mitigation ratio and 3.14 acres of impacts within the 1,000' critical area boundary at a 1:1 mitigation ratio. On October 7, 2020, the CAC unanimously approved the +60' dike construction and expansion project with the condition that all MDE authorizations are submitted to the CAC prior to construction. The CAC accepted MDOT MPA's proposal to utilize the established critical area mitigation credit bank at the MDOT MPA-owned Hawkins Point site, located less than 5 miles from the Cox Creek DMCF, to fulfill the critical area mitigation requirements.

Mr. Phipps inquired about the location of the Hawkins Point mitigation site. Mr. Garofolo responded that Hawkins Point is located at the boundary of Anne Arundel County and Baltimore City in Curtis Bay, just west of the Key Bridge.

Nontidal Impacts
The +60' dike construction and expansion project impacts to nontidal wetlands equates to 1.16 acres of nontidal wetland and 2.32 acres of nontidal buffer. Ms. Peñafiel stated that the original plan was for nontidal wetland mitigation to occur on-site at Cox Creek, but the proposed on-site areas were designated for required stormwater management features. Therefore, MDOT MPA proposed off-site nontidal wetland mitigation in the Gunpowder-Patapsco watershed.

The proposed site for mitigating nontidal impacts is the Genesee Valley Outdoor Learning Center (GVOLC). The GVOLC is a 150-acre site in Parkton, Maryland, within the Gunpowder River's tributary that contains adjacent wetlands and waterways and lacks a significant forest. The GVOLC is a non-profit organization offering education and leadership opportunities and allows public access. Ms. Peñafiel stated that there are many benefits of the GVOLC site, including a high-quality wetland mitigation area, integrating and promoting existing outreach and environmental education programs, a high-profile site that would enable public access, as well as meeting the technical mitigation requirements for the watershed and wetland type. In addition, the site has been vetted and is available for mitigation. MDOT MPA submitted the Phase I Mitigation Report to MDE outlining the proposed nontidal wetland restoration at the GVOLC.

The proposed mitigation site plan includes up to 1.75 acres of wetland restoration, 2.02 acres of wetland enhancement, and 2.15 acres of wetland buffer area. Ms. Peñafiel added that there is potentially an opportunity for stream restoration credit at the GVOLC, which equates to 3 acres of emergent wetland credit and possible additional credit with open-water enhancements. Images from the field assessments currently being conducted at GVOLC were shared with the Committee. Ms. Peñafiel stated that field assessments were conducted to properly delineate the proposed site and confirm the on-site acreages. MDOT MPA scheduled a site visit for the proposed mitigation plan with regulators from MDE and the USACE on October 22, 2020, to evaluate the site and verify the wetland delineation.

Ms. Peñafiel and Ms. Jones held a meeting with the GVOLC landowner at Masonville Cove on October 14, 2020 to highlight MDOT MPA's community-level commitment towards restoration and environmental stewardship and display an example wetland restoration project that is open for public use. Additionally, MDOT MPA environmental education programs and other MDOT MPA partnerships were discussed with the GVOLC landowner.

Next Steps
Ms. Peñafiel stated that the mitigation portion of the wetlands license application was submitted on May 18, 2020 and is currently under review by MDE and the USACE. MDE and the USACE issued public notices; no public comments were received. MDOT MPA is expecting to receive all permits by February 2021.

Mr. Garofolo asked if MDOT MPA explored potential mitigation projects closer to Cox Creek DMCF. Ms. Peñafiel responded that MDOT MPA and MES contracted with Johnson, Mirmiran & Thompson (JMT) to conduct a mitigation site search using JMT's proprietary model. The parameters for the mitigation site search included a location within the Gunpowder-Patapsco watershed, wetland sites with hydric soils, sites with at least three acres of potential restoration credit, sites without existing easements, and sites not zoned for industrial or commercial purposes. The site search was conducted within a 5-mile and 10-mile radius of Cox Creek. Multiple sites were identified using the site search, but none of the sites met all the criteria. To further the site search, MDOT MPA approached Anne Arundel County and the Chesapeake Bay Trust (CBT) to identify a viable mitigation site. CBT provided two mitigation projects for nontidal wetlands, but they were not in the correct watershed. Since no site met all requirements within a 10-mile radius of the Cox Creek DMCF, MDOT MPA decided to proceed with a mitigation project at the GVOLC. Ms. Fidler reminded the group that, while the mitigation site may not be close to Cox

Creek DMCF and surrounding communities, MDOT MPA is committed to providing community enhancements in direct response to the Committee's feedback. Mr. Garofolo expressed concern regarding the site selection of the mitigation project and noted that communities surrounding Cox Creek DMCF may have been preoccupied with COVID-19 and not given the Cox Creek project enough attention. Ms. Ashley stated that MDOT MPA has future mitigation needs for other projects and asked that mitigation projects suggestions be provided to MDOT MPA. Mr. Garofolo stated that the Stoney Beach Condominium Association has identified several mitigation opportunities within the Stoney Beach Community and are actively developing grant proposals. Ms. Peñafiel asked if the mitigation opportunities within the Stoney Beach Community are for nontidal mitigation. Mr. Garofolo responded that the mitigation opportunities are for tidal mitigation. Ms. Peñafiel stated that the mitigation requirements for the +60' project are for nontidal mitigation and added that MDOT MPA is open to suggestions to fulfill mitigation needs for other projects.

Community Enhancements

Mr. Adantor provided an update on the status of the Cox Creek Expanded community enhancement projects. Mr. Adantor reminded the Committee of the prioritized list of community enhancement projects formally recommended by the Committee to MDOT MPA for consideration in April 2019. While funding for the community enhancements is dependent on mitigation requirements, MDOT MPA has investigated moving the top three community enhancement projects forward in fiscal year 2021. The top three community enhancement projects are Reserving Placement Capacity in the Cox Creek DMCF for Northern Anne Arundel County Department of Public Works (DPW) Maintenance Dredging Projects, Creation of Walking Trails and Associated Signs, and Installation of Navigation Aids in the Cox Creek Channels. Mr. Adantor added that MDOT MPA will continue to move forward with additional community enhancement projects from the prioritized list as funding becomes available.

Reserving Capacity

Mr. Adantor stated that northern Anne Arundel County DPW maintenance dredging projects will be accepted into the Cox Creek DMCF as capacity is available based on the current on-site conditions including the expansion. Coordination with Anne Arundel County DPW is ongoing, and the capacity to be reserved each year is approximately 15,000 cubic yards (cy) for the next 20 years. Ms. Fidler added that MDOT MPA's commitment to reserve placement capacity remains. The next steps include developing a formal agreement or permit for the placement of Anne Arundel County DPW maintenance dredged material at Cox Creek DMCF. Mr. Phipps suggested that MDOT MPA discuss this project at the upcoming MDOT Consolidated Transportation Program (CPT) tour with Anne Arundel County elected officials to show that MDOT MPA is committed to working with the County to solve shared challenges; Ms. Fidler agreed.

Walking Trails and Associated Signs

Mr. Adantor provided an update regarding the creation of walking trails and associated signs in the Cox Creek Forested Conservation Easement Area. The trail design will be conducted in two phases; Phase I, the planning phase, is currently underway. Phase I includes conducting site investigations, examining trail options, and developing a concept trail design based on site mapping. Completion of Phase I is expected in late 2020 or early 2021. Phase II will include

finalization of the trail design, permitting, and preparation of required construction documents. Phase II will require six months to one year to complete.

Mr. Adantor displayed the updated concept trail design, which now identifies the walkway to the shoreline area to address the Committee's comment from the July 2020 Cox Creek COC meeting. A.D. Marble, a contracted design consultant, conducted a site visit on October 6, 2020 to further ground truth the trail and identify locations for the required mitigation tree plantings, as well as appropriate outdoor classroom spaces. MES conducted a wetland delineation of the easement area in September and will also be conducting a topographic survey to gather and map delineation information during the week of October 19, 2020. Mr. Adantor stated that the concept trail design will continue to be updated based on the field investigations and that the outdoor classroom concepts will be presented at the next Cox Creek COC meeting.

Navigation Aids
Mr. Adantor stated that the installation of navigation aids in Cox Creek Channels was completed in October 2019 in coordination with the Maryland Department of Natural Resources (DNR) and members of the Committee.

3.0 Innovative Reuse and Beneficial Use **Kristen Keene, MDOT MPA**

Innovative Reuse and Beneficial Use Request for Proposals

Ms. Keene reminded the Committee that MDOT MPA advertised the Innovative Reuse and Beneficial Use of Dredged Material: Research and Development for Dredged Material End Use Applications Request for Proposals (RFP) in November 2019 through e-Maryland Marketplace Advantage. The RFP will support research and development of novel end use applications for Baltimore Harbor dredged material. MDOT MPA intends to award a minimum of six contracts under the RFP, each not-to-exceed $300,000. The maximum volume of dredged material that can be allocated under the RFP is 5,000 cy per proposal. The RFP results will provide MDOT MPA with an opportunity to better understand the potential for cost-effective capacity recovery of significant material volumes within the Cox Creek DMCF. Additionally, MDOT MPA can evaluate lessons learned, adaptive management approaches, and scalability of end-use applications with an eye on future opportunities to recover capacity in DMCFs.

To-date, MDOT MPA has received nine proposals in response to the RFP. Of these nine proposals, one has been awarded a contract, four are under contract development, three are in various stages of the review process, and one was rejected. The proposals highlight private sector ingenuity and generally include concepts such as manufactured building products, stormwater management solutions, coastal restoration and resiliency products, and agricultural applications. Ms. Keene shared that MDOT MPA is encouraged by the robust response to the solicitation.

Belden-Eco Products (BEP) was awarded a contract for industrial-scale testing using Cox Creek dredged material for commercial production of ceramic bricks and permeable pavers. The project is expected to occur over five months and deliverables will include a final technical report and outreach presentation. Ms. Keene added that BEP plans to develop a flexible recipe for the ceramic bricks and permeable pavers and could potentially utilize large volumes of dredged material annually. The products could be marketed as a stormwater management solution to help counties

and municipalities meet their total maximum daily load goals, which could have a myriad of benefits, not only for MDOT MPA, but also for many in the Chesapeake Bay watershed.

Ms. Keene discussed the benefits of the RFP. First, it spurs research and development to expand the portfolio of dredged material end-use options. Second, the RFP creates a foundation for future opportunities to expand innovative reuse through collaboration with the private sector at the Tronox property. The Tronox property, formerly known as the Cristal USA, is adjacent to the Cox Creek site and MDOT MPA is actively pursuing acquisition of the property. Third, the RFP aids in future capacity recovery projections from Harbor DMCFs. The current primary tool for managing Harbor sediment is placement in an upland containment facility; innovative reuse provides another tool that can expand the Port's dredged material management capabilities. Fourth, the RFP furthers the State of Maryland's position as a national leader in the reuse of dredged material and contributes to Governor Hogan's Waste Reduction and Resource Recovery Executive Order, which specifically calls out the reuse of dredged material. Lastly, the Innovative Reuse Program is closely integrated with MDE's regulatory policies, which serves as a model for other states.

Ridgley's Cove Demonstration Project

Ms. Keene stated that Ridgley's Cove is an underutilized recreational parcel located in Baltimore City behind the Horseshoe Casino garage and adjacent to the Middle Branch of the Patapsco River. This site's revitalization is included as part of the mitigation package for the new TopGolf facility being developed in Baltimore City. TopGolf and their consultants, Baltimore City, Baltimore Development Corporation (BDC), and now MDOT MPA are all working together to restore Ridgley's Cove as a recreational asset for Baltimore City. MDOT MPA's portion of the project will include supplying approximately 22,000 cy of blended dredged material to serve as the upland remedial capping material that will be placed prior to plantings and recreational development.

Ms. Keene reviewed the steps for the Ridgley's Cove project to demonstrate MDOT MPA's process for reusing blended dredged material. MDOT MPA initially identified two sources of material to create a blend for the Ridgley's Cove project. The source material used in the blend included dried dredged material from the Cox Creek DMCF and excess fill material from the construction of the O&M Complex at Cox Creek. Then, material blending exercises were conducted to determine the optimal "recipe" to ensure the blended material meets site attainment goals at Ridgley's Cove, which is to be utilized as a recreational area. The third step was to seek MDE approval for the proposed blending ratio of dredged material and fill material. The fourth step was to prepare a Memorandum of Understanding (MOU) agreement between MDOT MPA and Baltimore City and complete the newly issued Confirmation of Suitability (CoS) forms, which can be used for dredged or fill materials. The CoS forms were developed by MDE to further streamline the dredged material reuse process and are supplemental to the MDE Innovative Reuse and Beneficial Use of Dredged Material Guidance document (Guidance document). Currently, MDOT MPA is on the fifth step; ESC measures need to be installed on-site at Ridgley's Cove to prepare for material delivery and stockpiling. The sixth step will include MDOT MPA hauling the 22,000 cy of blended dredged material to the site. The final step will be the implementation of the Ridgley's Cove restoration project.

Mr. Phipps asked if the 22,000 cy of blended dredged material could be barged to Ridgley's Cove in lieu of hauling via trucks. Ms. Keene responded that while the material could be barged to the site, MDOT MPA decided to move forward with hauling the material since it is already dewatered and logistically efficient. Ms. Keene added that MDOT MPA has investigated barging dried dredged material previously and discovered challenges associated with the draft of barges exceeding shallow areas in the Harbor, excess handling of material due to loading and unloading, and the need for an offloading area. MDOT MPA would consider barging for medium to large-volume projects utilizing wet dredged material as it would likely be more cost effective than truck transportation, given the project site has an offloading area and the draft is conducive to barging.

Ms. Kolberg and Mr. Beall asked if the Ridgley's Cove site image shown to the Committee is a schematic or an aerial. Ms. Keene responded that the image is a schematic based on how the site currently appears, but with debris removed. Mr. Phipps asked if the material placement was already permitted and awaiting a source of material. Ms. Keene added that TopGolf and their consultants, in coordination with Baltimore City and BDC, had already selected Ridgley's Cove as their mitigation project site prior to MDOT MPA's involvement and are responsible for obtaining the necessary permits for the full restoration project. MDOT MPA's role will be to supply the upland remedial capping material.

Ms. Kolberg and Mr. Beall asked what contaminants are being capped at Ridgley's Cove. Ms. Keene responded that the site has several contaminants of potential concerns (COPCs) documented through sampling activities. *(Note - The soil COPCs include total petroleum hydrocarbons diesel range organics (TPH DRO); polycyclic aromatic hydrocarbons (PAHs) - benzo(a)anthracene, benzo(b)fluoranthene, benzo(a)pyrene, dibenzo(a,h)anthracene, indeno(1,2,3-cd)pyrene, benzo(k)fluoranthene, bis(2-ethylhexyl)phthalate, and naphthalene; heavy metals - antimony, arsenic, cadmium, chromium, copper, lead, manganese, and mercury; and polychlorinated-biphenyls (PCBs).)* Ms. Kolberg asked how capping will prevent the contaminants from reaching the Patapsco River. Ms. Keene stated that the remedial approach for the site is described in the Environmental Management Plan (EMP) developed by the Ridgley's Cove project team; MDOT MPA was not involved in developing the EMP. The plan for the upland area at Ridgley's Cove includes the installation of geotextile fabric over the areas of concern, covered with approximately 18" of MDE-approved fill material and approximately 6" of MDE-approved topsoil. Offshore remediation and mitigation will also occur at Ridgley's Cove and will be conducted by the project team members, excluding MDOT MPA, to further prevent and limit contamination from Ridgley's Cove from impacting the Patapsco River.

Ms. Keene reviewed the CoS forms and coordination with MDE for placement of the blended material. The blended dredged material for the Ridgley's Cove project was sampled in accordance with the MDE Guidance document and CoS forms will be completed to help document MDE approval of the material reuse application. The CoS forms will be reviewed and signed by MDE, and a tracking number will be issued to allow MDE to track the end use of the material.

Ms. Fidler stated that the Ridgley's Cove project is an excellent opportunity to utilize the new MDE CoS forms and added that the CoS forms are a significant regulatory advancement for the Innovative Reuse Program. Mr. Straughan stated that reusing dredged material in the Ridgley's Cove project has the potential to be one of the best things to come out of the innovative reuse

operations at Cox Creek and thanked MDOT MPA, the regulators, and innovators for funding, approving and creating new ways to utilize dredged material. Ms. Fidler thanked Mr. Natarian for his work in preparing the 22,000 cy of material for the Ridgley's Cove project.

4.0 Harbor Development Update **Kristen Fidler, MDOT MPA**

State of the Port & MDOT MPA Update

Ms. Fidler discussed funding changes and impacts due to the economic downturn as a result of the coronavirus (COVID-19). Ms. Fidler stated that MDOT MPA, MDOT, and partners across private, public, and government sectors had to make tough decisions regarding funding for the dredging program. Ms. Fidler added that the success of the program is stakeholder involvement and commitment as decisionmakers take stakeholders into account when proposing budget reductions.

Ms. Fidler stated that MDOT MPA and Harbor Development's critical mission is to maintain the 50' channel system serving the Port of Baltimore. To meet this mission, MDOT MPA will continue to maintain a rolling 20-year capacity plan for dredged material management, a commitment to environmental stewardship to protect and preserve Maryland's natural resources, and upholding a dedication to transparent and robust stakeholder engagement.

Ms. Fidler stated that MDOT's six-year Consolidated Transportation Program (CTP) was released in September 2020 and indicates a $3 billion reduction in funding over the next six years compared to the previous year's CTP. Ms. Fidler informed the Committee that the impacts to the budget were drastic and devastating in all areas across MDOT, and while MDOT State Highway Administration (SHA) was subjected to the majority of the reduction, it is a challenging time for all MDOT partners. Ms. Fidler stated that Harbor Development fared as well as possible. Mr. Garofolo inquired about the Transportation Trust Fund (TTF). Ms. Fidler responded that the TTF is funded by gas taxes and fees associated with vehicle registration, titling, and licenses.

DMMP Update

Ms. Fidler provided an overview of the Dredged Material Management Program (DMMP), which includes active, planned, and inactive dredged material management facilities, future dredged material management solutions, environmental stewardship, and stakeholder engagement and community outreach.

Active Dredged Material Management

An image of the shipping channels and the long-range capacity plan matrix were displayed for the Committee. The long-range capacity plan matrix outlines the average annual dredging demand, 20-year dredging demand, and 20-year capacity deficit or surplus for each channel segment. Dredged material placement capacity for the Baltimore Harbor channels, including the expansion of Masonville and Cox Creek DMCFs, has a capacity surplus of 200,000 cy. Ms. Fidler informed the Committee that even in an ideal funding scenario, the DMMP 20-year capacity plan has constraints for the Port of Baltimore. There remains a moratorium on accepting material from new private sector dredging projects. Additionally, funding is currently unavailable for the Masonville DMCF dike raising for fiscal year (FY) 2021; MDOT MPA's goal is to restore funding for this project as soon as possible. Ms. Fidler added that she is hopeful that there could be funding in the FY22 CTP for the Masonville dike raising. While construction at Masonville DMCF is inactive, MDOT MPA will pivot Masonville's focus toward possible capacity recovery efforts.

MDOT MPA secured full funding for the Cox Creek DMCF dike raising and expansion project through FY24. Ms. Fidler added that even with the pause in construction at Masonville, MDOT MPA is confident that between Cox Creek and Masonville, MDOT MPA has the required capacity to accommodate planned dredged material placement through FY27. This includes USACE dredging projects and already established private dredging projects such as the TradePoint Atlantic work, the Seagirt Berth 3 dredging, the Seagirt Loop Deepening project, and northern Anne Arundel County DPW projects.

Planned Dredged Material Management Facilities
Ms. Fidler stated that design for the Mid-Chesapeake Bay Island Ecosystem Restoration (Mid-Bay) project in Dorchester County is currently underway, with construction work expected to begin in 2022 on Barren Island. This project is continuing in collaboration with federal partners to secure federal construction funding in the federal FY22 budget and corresponding appropriations bills. Obtaining these funds will be a critical milestone for the Mid-Bay project, and the congressional delegation is supportive of the project. The next steps include bringing the project before the US Office of Management and Budget for inclusion in the President's federal budget.

Inactive Dredged Material Management Facilities
While an inactive placement site, Hart-Miller Island (HMI) is an active dredged material management site for MDOT MPA and MES. MDOT MPA is continuing to work closely with partners at DNR for a final cost-effective site design for the 800-acre North Cell that will promote and facilitate diverse wildlife habitat development and an engaging park visitor experience. Ms. Fidler reminded the Committee that the end goal for HMI is to be a state park operated and maintained by DNR. The HMI North Cell habitat development is a long-standing commitment that MDOT MPA will continue to advance, similar to the HMI South Cell that was transferred to DNR as a state park. The South Cell remains popular for the public even throughout COVID-19.

Environmental Stewardship
Ms. Fidler stated that environmental stewardship remains a priority for MDOT MPA and is threaded throughout each of the projects. While funding has been reduced across the state, MDOT MPA has not reduced or decreased its commitment to preserve and protect Maryland's natural resources. Examples of MDOT MPA's environmental stewardship projects include Cox Creek's Swan Creek Mitigated Wetlands, the Cox Creek expansion community enhancement projects, the Cox Creek +60' mitigation project, support for the Masonville Cove National Wildlife Refuge Day, support for the National Aquarium's BioBlitz at Masonville Cove, and Blue Carbon monitoring, studying, and research at Poplar Island.

Stakeholder Engagement & Community Outreach
MDOT MPA has and will continue to reach out virtually during COVID-19. Ms. Fidler expressed pride, not only for the MDOT MPA Outreach Team who have pivoted, adapted, and demonstrated a versatile skillset but also for the volunteers and stakeholders who continue to attend and participate in DMMP virtual meetings. These meetings have led MDOT MPA to develop new outreach tools such as hosting webinars on topics that stakeholders have previously expressed interest in, developing user-friendly online tools and resources, and providing virtual tours of the MDOT MPA sites. Ms. Fidler added that the GreenPort newsletter and MDOT MPA's various

social media accounts are a great way to stay informed about the Port's activities and upcoming opportunities.

Ms. Fidler reminded the Committee that the DMMP Annual meeting will be held virtually on November 6, 2020. Ms. Fidler expressed her excitement for the 2020 annual meeting and asked the Committee to attend, adding that an invitation to the annual meeting is forthcoming.

5.0 Upcoming Meetings and Adjournment **Angie Ashley**

Ms. Ashley stated that the 2021 Cox Creek COC meeting dates will be distributed after the November 6, 2020 DMMP Annual meeting.