

FINAL DRAFT
SUMMARY OF THE COX CREEK
CITIZENS OVERSIGHT COMMITTEE MEETING
October 16, 2019 5:30 PM
Cox Creek Operations and Maintenance Complex
1000 Kembo Road
Curtis Bay, MD 21226

Attendees:

Anne Arundel County Department of Public Works (DPW): Chris Phipps, Masoud Ghatineh
Anne Arundel County Water Access Commission: Lisa Arrasmith
Cox Creek Citizens Oversight Committee Facilitator: Angie Ashley
Friends of Hancock Resolution: Nancy Allred
Greater Pasadena Council: Allan Straughan
Marine Trades Association of Maryland: Mike Bonicker
Maryland Department of Transportation Maryland Port Administration (MDOT MPA): Dave Blazer, Kristen Fidler, Holly Miller, Amanda Peñafiel, Gannon Price
Maryland Environmental Service (MES): Dallas Henson, Benjamin Langer, Robert Natarian
Pasadena Sportfishing Group (SFG): Donald Heinbuch
Public: Tony Allred
Resident of Legislative District 31: Gary Gakenheimer

Action Items:

- Ms. Ashley will inform the Committee of the dates for the 2020 Cox Creek COC meetings once finalized. Completed; see section 7 below.

1.0 Welcome & Introductions

Angie Ashley

Ms. Ashley convened the meeting and welcomed the Committee members, asking all in attendance to introduce themselves and the organization they represent. Ms. Ashley stated that the action items from the July 10, 2019 Cox Creek Citizens Oversight Committee (COC) meeting have been completed. Ms. Ashley then requested a motion to approve the July 2019 meeting summary, which was made by Mr. Allan Straughan and approved by the Committee.

2.0 Cox Creek Expanded Update

Gannon Price, MDOT MPA

Mr. Price introduced himself as a Senior Engineer and Project Manager at the Maryland Department of Transportation Maryland Port Administration (MDOT MPA) Office of Harbor Development. Mr. Price informed the Committee of the major milestones reached between July and September 2019 for the Cox Creek Dredged Material Containment Facility (DMCF) expansion project. The Cox Creek Operations and Maintenance (O&M) Complex and the Area B remediation in the Cox Creek Upland has been completed and the remediation closure report is expected to be finalized the week of October 14, 2019. Aerial photos of the O&M Complex and the Area B remediation were shown.

Base Dike Widening

Mr. Price provided an aerial photo of the site which outlines the material excavation area within the Cox Creek Upland and the completed and remaining Lift 1 sections of the base dike widening.

Currently, the contractor is placing material for Lift 1 in the final section of the base dike (Section H located on the west-side of the DMCF) and installing prefabricated vertical drains (PVD)/wick drains in Section D (located on the east-side of the DMCF). To-date, the contractor has installed 500,000 wick drains for Lift 1, of the approximate total 1.2 million wick drains that are expected to be installed. Once the wick drains have been in place for 6 months, a strength analysis will be performed. If the material meets project specifications the construction of Lift 2 will commence. Photos of the base dike widening, installed wick drains, and the Upland area were shown.

Demolition of Building 201

Building 201 was originally utilized as a copper casting facility. Legacy activities performed within the building left elevated levels of polychlorinated biphenyls (PCBs) within the structural materials. As noted in previous meetings, MDOT MPA has been working with the US Environmental Protection Agency (EPA) under an approved Remedial Action Plan for safely remediating and demolishing the building. Demolition of Building 201 began in September 2018. In May 2019 the superstructure of the building was demolished, and work began on removing the foundation and the surrounding contaminated soil. The contractor is currently remediating the Fine Casting pit. The Building 201 demolition is expected to be completed by December 2019. Progress photos of the Building 201 demolition from February 2019 through August 2019 were shown to the Committee.

3.0 Community Enhancements & Mitigation Next Steps

Amanda Peñafiel, MDOT MPA

Community Enhancements

Ms. Peñafiel introduced herself as the Environmental Permitting and Compliance Manager for MDOT MPA. Ms. Peñafiel reminded the Committee that, at the April 10, 2019 meeting, the Committee formally recommended the prioritized list of Community Enhancement projects to MDOT MPA for consideration and reviewed the prioritized list.

1. Reserving Placement Capacity in Cox Creek DMCF for Northern Anne Arundel County (AACo) Department of Public Works (DPW) Maintenance Dredging Projects
2. Creation of Walking Trails and Associated Signs
3. Installation of Navigation Aids in Cox Creek Channels
4. Artificial Reef Installation
5. Osprey Platform Installations
6. Fishing Pier Installation
7. Support for Local Youth Fishing Groups
8. Water Quality/Habitat Enhancements in Local Waterways: Low Cost Option
9. Biofiltration Installations Outreach
10. Public Water Access: Northern Anne Arundel County Boat Launch
11. Road Restoration to Improve Public Water Access

Ms. Peñafiel informed the Committee that the following language was added to the Osprey Platform Installations project fact sheet: “The United States Fish and Wildlife Service (USFWS) also believes that if an osprey platform were placed in the water off the beach area at Swan Creek, osprey would occupy the platform.”

Since the July 10, 2019 Cox Creek COC meeting, MDOT MPA and Maryland Environmental Service (MES) has been working to designate project managers, develop scopes of work, and create project schedules for the top five prioritized projects. Ms. Peñafiel provided the following updates for the top five prioritized projects and will continue to update the Committee on the advancement of the projects. 1) MDOT MPA will continue to coordinate with the AACo. DPW regarding reserving placement capacity in Cox Creek DMCF for Northern AACo. DPW maintenance dredging projects. 2) MDOT MPA and MES are currently working on a scope of work for the development of design plans for the creation of walking trails and associated signage. MDOT MPA will select the optimal design based on costs, reducing impacts in the easement area, and trail features. MDOT MPA will continue to coordinate with the Maryland Environmental Trust (MET) and the North County Land Trust (NCLT). 3) MDOT MPA recently received a map from the Maryland Department of Natural Resources (DNR) depicting the replacement of previously displaced markers. Based on this, Mr. Heinbuch requested a more-timely replacement of the navigational aids, with the addition of an improved anchoring system, for the installation of navigational aids in Cox Creek channels project. Moving forward, MDOT MPA will continue to coordinate with DNR. 4) MDOT MPA is considering reef balls or other habitat enhancements as the artificial reef installation for fish in the Patapsco watershed. 5) MDOT MPA will continue to coordinate with the USFWS and other stakeholders regarding locations and permits pertaining to the installation of osprey platforms.

Mitigation Next Steps

Ms. Peñafiel defined mitigation as “required replacement of environmental conditions due to unavoidable loss due to a project.” Mitigation can include, but is not limited to, habitat replacement and water and air quality improvements.

As the Cox Creek DMCF expansion design plans are at 90% completion and are progressing towards the final design, MDOT MPA has narrowed the potential project mitigation requirements. Due to the design considerations that have been incorporated into the 90% plans, impacts to the environment have either been minimized or avoided at each stage of the project. Based on known and anticipated project impacts, the likely types of compensatory mitigation will include non-tidal wetland and critical area mitigation. An aerial map delineating the approximate 1.15 acres of non-tidal wetland and 2 acres of non-tidal buffer impacts based on the current limit of disturbance (LOD) within the 90% design plans was shown to the Committee. Ms. Ashley asked if the non-tidal “wetlands” were functional. Ms. Peñafiel responded that the wetlands meet the hydrophytic vegetation, hydric soils, and hydrology criteria needed to be classified as a wetland. MDOT MPA is currently considering the best mitigation types and options to satisfy the anticipated mitigation requirements. The mitigation types are wetland restoration, wetland creation, wetland enhancement, wetland preservation, wetland buffer enhancement, wetland buffer preservation, and out-of-kind. The mitigation could occur onsite, offsite, or from a mitigation bank, although onsite is not likely due to the lack of available space. MDOT MPA coordination with regulators is ongoing to determine the ratio at which mitigation will be required and the associated cost.

An aerial map delineating the approximate 8.3 acres of impacted critical area caused by the construction of the O&M Complex, base dike widening, borrow area, and +60 dike raising was shown to the Committee. MDOT MPA has already coordinated with the Critical Area Commission (CAC) regarding the 4.3 acres impacted by the construction of the O&M Complex, base dike

widening, and borrow area, the CAC has approved the use of the Hawkins Point mitigation bank. MDOT MPA will be submitting the 4.0 acres of critical area being impacted by the +60-dike raising to the CAC in December 2019 and will again be proposing to use the Hawkins Point mitigation bank. The mitigation type for critical area impacts is afforestation, which means planting trees in an area that was not previously forested. MDOT MPA established the 14.5-acre Hawkins Point mitigation bank in 2014 on the decommissioned North Cell of the Hawkins Point DMCF. The site was planted with approximately 218 trees per acre. The survivability of the trees is currently at 98%. After using the Hawkins Point mitigation bank for impacts caused by the expansion of the Cox Creek DMCF, more than half of the Hawkins Point mitigation credits will have been attributed.

Ms. Peñafiel discussed the impacts and associated mitigation to the conservation easement area due to the construction of an outfall for the O&M Complex. In 2016, MDOT MPA received approval from the MET and NCLT to replace the 11 trees removed for this work at a 3:1 ratio. Additionally, a future impact to the conservation easement includes the removal of 14 trees for the construction of an outfall for the +60-dike raising. This outfall design option was chosen as there would be no tidal or non-tidal impacts and fewer trees would be impacted overall. In September 2019, the MET and NCLT agreed to a 3:1 mitigation ratio for this additional outfall impact. Planting the 42 trees alongside the community enhancement walking trail through the conservation easement is under consideration. At a July 2019 meeting with the MET and NCLT, it was suggested that the mitigation trees be planted alongside the community enhancement walking trail through the easement area.

Mr. Price requested that Ms. Peñafiel define a tree in regard to impacts within the easement area. Ms. Peñafiel stated that a tree impact within the easement area is defined as a native with a diameter greater than 2 inches at breast height. Ms. Ashley reminded that Committee that Ms. Laura Jones, Mr. Bill Jones, and Ms. Rebecca Kolberg are representatives of the NCLT. Ms. Peñafiel stated that MDOT MPA received a letter from Ms. Kolberg stating that the NCLT defers judgment on these impacts and mitigation requirements to the MET. Mr. Allred asked if MDOT MPA had a list of the tree species to be removed due to the +60' outfall construction in the easement area. Ms. Peñafiel responded in the affirmative and offered to provide the list to the group. The majority of trees removed from the conservation easement were sweetgums. Mr. Straughan asked why the MET and NCLT requested the replacement trees be planted within the heavily forested conservation easement. Ms. Miller responded that the MET and NCLT required that the mitigation trees be planted within the conservation easement to replenish those that were removed.

Mr. Heinbuch asked if the dredged material from the Cox Creek channel dredging being performed by the AACo. DPW will be placed at Cox Creek DMCF as a part of the first community enhancement project. Ms. Miller responded the timing of the Cox Creek channel dredging project may not allow for placement at Cox Creek DMCF due to the active expansion. Mr. Heinbuch asked when AACo. DPW expects to perform the Cox Creek channel dredging. Mr. Phipps responded that, due to discrepancies with the available measured depths, the State is requiring additional bathymetry to reconfirm the bottom depths of the channel. Mr. Ghatineh added that the dredging was originally planned for 2019 but is now planned to be dredged in October 2020. Ms. Miller stated that, due to this delay, Cox Creek may be able to receive this material. Ms. Henson added

that dredging costs were originally included as a community enhancement project but was removed after AACo. fully funded the project.

4.0 Anne Arundel County DPW Dredging & Beneficial Use

Chris Phipps, AACo. DPW

Mr. Phipps introduced himself as the Director of the AACo. DPW and provided an overview of AACo. DPW dredging projects to keep AACo. channels navigable. Mr. Phipps also outlined AACo. beneficial use projects to reduce the burden on and address capacity concerns at county dredged material placement (DMP) sites. AACo. DPW performs dredging projects on a much smaller scale than MDOT MPA, approximately one to two percent of MDOT MPA dredging projects.

Mr. Phipps stated that AACo. DPW is currently in a period of recycling/reusing/repurposing waste streams, such as dredged material, municipal solid waste, and wastewater. In fact, approximately 6 million gallons of highly treated wastewater effluent from the Cox Creek Water Reclamation Facility is used daily at the Brandon Shores Generating Station as uptake water in the emission control system. AACo. DPW has also begun to reuse existing hot-mix asphalt on county roads and bridges through a replenishment process that involves melting, re-shaping, and curing the existing asphalt.

AACo. has 163 navigable waterways, four county-owned DMP sites, and four beneficial use sites. Annually, over the last 10 years, AACo. performed two to five dredging projects consisting of approximately 28,000 cubic yards (cy). Funding for dredging projects is obtained through the DNR Waterway Improvement Fund (WIF) and is matched with county funds. The annual program budget is approximately \$2 million.

Mr. Phipps discussed the four county-owned DMP sites and four beneficial use sites used by the AACo. DPW. The South County DMP site is in southern AACo. and has a maximum capacity of 118,000cy with a current available capacity of 70,000cy. The CSX DMP site is located off Marley Neck Boulevard in Pasadena, MD and has a maximum capacity of 74,000cy with a current available capacity of 41,000cy. However, per an agreement with the community the CSX DMP is restricted to receiving material from Marley Creek dredging projects only. The Idlewilde DMP site is in Shady Side, MD and has a maximum capacity of 76,000cy with a current available capacity of 37,000cy. The Rock Creek DMP site is located south of the Cox Creek DMCF and has a maximum capacity of 79,000cy with a current available capacity of 35,000cy. This site would benefit the most from utilizing Cox Creek DMCF. Mr. Phipps added that the Idlewilde and Rock Creek DMP sites are in residential communities and are therefore difficult to transport material to and from without a disturbance to the community. Mr. Phipps discussed the drying operations and planned placement activity at the Rock Creek DMP site. Between 1995 and 2018, additional capacity creation has occurred at the Rock Creek DMP through stockpiling, haul road creation, and consolidation. Currently, approximately 2.1 acres of placement area remains. AACo. DPW is anticipating that approximately 24,000cy of material from Cattail and Cypress Creek and Eli, Sloop, and Long Coves will need to be placed at the Rock Creek DMP site in fiscal year 2019 and approximately 22,000cy of material from Cornfield, Old Man, and Main Creek and Ross, Spriggs, Mathias, Brady, and Old Glory Coves will need to be placed at the Rock Creek DMP Site fiscal year 2020.

Mr. Phipps stated that the four beneficial use sites used by the AACo. DPW are beach nourishment projects located at Fort Smallwood Park, Bay Ridge Community Beach, Franklin Manor Community Beach, and Beverly Triton Nature Park. The current available combined capacity of these beaches is approximately 70,000cy.

In 2014, AACo. DPW developed a DMP Strategic Plan to address the gap between the 20-year dredging program requirement of 600,000cy and the current capacity of active DMP sites of 34,000cy. The plan also sets forth a pathway for AACo. DPW to sustain the number one ranking for recreational boating and associated state grant acquisitions, maintain and restore navigation access to the Chesapeake Bay, maximize economic, environmental, and citizen benefits and develop solutions for the challenges faced by the AACo. DPW. These challenges include: County dredged material being composed primarily of fine-grained material, the vast distances between dredging projects and DMP sites, constrained land availability for material placement, and the lack of public understanding regarding the economic and environmental importance of dredging projects. In order to address these issues, AACo. DPW developed the following recommendations: manage material as a resource, not a waste; expand material use and re-use to benefit a broader spectrum of citizens, not just boaters; continue aggressive dewatering and material re-use at existing DMP sites; develop a new South County DMP site; and educate and enlist County waterway interest groups to the economic, environmental, and public benefits of dredging.

Mr. Phipps discussed the completed beneficial use projects in AACo. and reviewed a list of projects that included direct placement of material. Direct placement occurred for beach nourishment in Annapolis at the Alpine Beach, Bayside Beach, and Bay Ridge Beach and in Mayo at Beverly Triton Beach, and for marsh and beach protection in Severn River at Brewer Pond Shoreline. Sand from the Grays Creek dredging project was used for wetland restoration at the North Grays Bog. Mr. Phipps also reviewed a list of completed beneficial use projects in which indirect placement of material occurred. Indirect placement of material included reclaiming dredged material from the Idlewilde DMP site and the privately-owned Herrington Harbour DMP site to use as fill material at the Sudley landfill borrow pit; using dredged material from the privately-owned North County Regional DMP site as construction fill; constructing a landscape berm/buffer using dredged material from the Rock Creek DMP site for an adjacent golf course; and closure of the Town Point DMP site. During the construction of the Town Point DMP site, opposition was raised by the Advocates for Herring Bay due to the dangers associated with the transportation of material in and out of the facility on the narrow winding roads. An agreement was reached and stipulated that the Town Point DMP would be entombed, amended, graded, and left as farmland. Mr. Phipps stated that, historically, 40% of the County dredging volume has been diverted to the beneficial use or re-use of dredged material; which means that approximately 250,000cy of DMP site capacity is reclaimed.

Mr. Phipps outlined the recent/upcoming beneficial use projects in AACo. The first is the no-cost September 2019 Fort Smallwood Park swim beach nourishment and breakwaters project which will use 3,300cy of dredged material from Bodkin Creek. The corollary benefits include DMP site capacity management, transportation savings, sea-level rise resiliency, shoreline protection, marsh creation, and recreation. The second is the 2020 no-cost Bay Ridge Beach nourishment project will use 9,000cy of dredged material from Lake Ogleton. The corollary benefits of this project

include DMP site capacity management, transportation savings, sea-level rise resiliency, shoreline protection, and a public-private partnership. The third project is the 2020 no-cost Franklin Manor Shoreline beach nourishment and breakwaters retrofit project which will use 6,000cy of dredged material from Deep Cove Creek. The corollary benefits include DMP site capacity management, transportation savings, sea-level rise resiliency, shoreline protection, and public-private partnership. The last beneficial use project is the June 2019 Jack Creek Park improvement project which will use 70,000cy of dredged material from the Idlewilde DMP site and cost \$1.9 million. This project will include land reclamation, coastal protection/living shoreline, a canoe/kayak launch, and improved park access. The corollary benefits include DMP site capacity management, sea-level rise resiliency, water quality/habitat improvement, and Municipal Separate Storm Sewer System (MS4)/Total Maximum Daily Load (TMDL) credit.

Ms. Arrasmith asked when the canoe/kayak launch at Jack Creek Park is expected to be completed. Mr. Ghatineh responded that the AACo. DPW portion of the project is expected to be completed before 2020; the construction of the canoe/kayak launch will be performed by the AACo. Department of Recreation and Parks. Ms. Peñafiel asked if the dredged material was amended for the Jack Creek Park project. Mr. Phipps responded that the dredged material was amended with lime. Ms. Miller asked if the placed material was seeded. Mr. Phipps responded that the topsoil was striped, preserved, replaced over the amended dredged material, and seeded. Mr. Straughan asked if the dredged amount from homeowners who buy into a dredging project for their property is included in the county's total amount for a project. Mr. Phipps responded that spur channel dredging is included in the Maryland Department of the Environmental (MDE) dredging permit. Mr. Phipps added that material from private dredging that occurs within the same year that the main channel is dredged can be placed at the same DMP site. Mr. Gakenheimer asked if AACo. DPW would be attending the Cox Creek O&M Complex Open House on October 26, 2019. Mr. Phipps responded that two AACo. DPW staff will be attending the event. Mr. Price inquired about the cost of constructing a DMP site. Mr. Phipps responded that the South County DMP site cost over \$1 million to construct, approximately \$10/cy; however, this value does not include costs associated with operations and maintenance.

5.0 Harbor Development Update

Kristen Fidler, MDOT MPA

Ms. Fidler thanked the Cox Creek COC for volunteering their time to attend and provide input on MDOT MPA projects at these meetings. Ms. Fidler provided updates regarding MDOT MPA Harbor Development projects including the Masonville DMCF dike raising, confined aquatic disposal (CAD), Seagirt Berth 3 and Loop dredging, innovative reuse, Mid-Chesapeake Bay Island Ecosystem Restoration (Mid-Bay), and outreach, education, and engagement.

Masonville DMCF Dike Raising & Associated Mitigation

The Masonville DMCF dike raising is comprised of several smaller projects. The Kurt Iron Slip (KIS) has been closed off from the main DMCF and is currently being filled with material from the Mercedes Hill stockpile in order to raise the interior elevation up to the adjacent terminal. Once filled and capped, the KIS will be used as cargo storage space for the Port of Baltimore.

The second phase of the dike raising, +10 mean lower low water (MLLW) to +18 MLLW, is expected to be completed by early 2020. Once completed, the third phase will commence to raise the dikes to +30 MLLW. The fourth and final phase will raise the dikes to an elevation of +42

MLLW. When the DMCF reaches total capacity, the material will be dewatered, capped, and paved for use as cargo storage space. Ms. Fidler added that, due to the construction occurring at Cox Creek, maintenance dredged material that would normally be placed at Cox Creek DMCF is being diverted to the Masonville DMCF.

Onsite mitigation for the Masonville DMCF includes the remediation and restoration of Access Zone 3 in Masonville Cove. In 2019, Access Zone 3 was completed and opened to the public. The Environmental Covenant is currently being routed for signatures and once signed will signal MDE that the Consent Order can be closed out and the Masonville Cove property can enter into a conservation easement with the MET and Baltimore Green Space.

Ms. Fidler informed the Committee that 2019 represents the 10th year that the Masonville Cove Environmental Education Center (MCEEC) has been open to the public. MDOT MPA, through coordination with the USFWS, National Aquarium, Living Classrooms Foundation, and MES, is continuing to enhance their presence in the community by celebrating “Decade of Dedication and Service” with special events and extended hours at MCEEC throughout 2019 to continue to build awareness and support for the site. Ms. Fidler stated that, based on feedback from community members, citizens would like Masonville Cove to be open during evening hours and/or on weekends. MDOT MPA is investigating extended hours and providing more opportunities for the public to access the site.

CAD Pilot Project & Post-Placement Monitoring

Given the success of the CAD pilot project in Masonville Vessel Berth 3, including the construction and post monitoring, MDOT MPA is continuing to evaluate and investigate new locations for additional CAD cell projects in and around the Baltimore Harbor. Once the locations are narrowed down, an update will be given to the citizens for feedback.

Seagirt Berth & Loop 50-foot Dredging

Due to the Port of Baltimore’s berth constraints, MDOT MPA is working in conjunction with the federal government and MDOT MPA’s private partner, Ports America Chesapeake, to deepen Berth 3 to -50 feet with funding from Ports America Chesapeake for necessary infrastructure and equipment upgrades and the Better Utilizing Investments to Leverage Development (BUILD) grant from the United States Department of Transportation. Berth 3 is expected to be operational in early 2021. This deepening will allow large container cargo vessels to turn around safely and efficiently.

MDOT MPA is currently working with the United States Army Corps of Engineers (USACE) to perform a feasibility study for deepening the remainder of the terminal loop. Improvements to Seagirt Marine Terminal will allow Baltimore to be competitive with other ports in the nation.

Innovative Reuse Pilot Projects

Ms. Fidler reviewed the active innovative reuse projects. Ms. Fidler stated that MDOT MPA continues to receive positive feedback from the Baltimore City DPW regarding the 6,000cy of dried Cox Creek dredged material being used as alternative daily cover at the Quarantine Road Landfill. Due to the success of this project, MDOT MPA and Baltimore City DPW are in discussions for a potential longer-term agreement. The Hawkins Point DMCF South Cell received

approximately 4,500cy of dried Cox Creek dredged material for use as engineered fill to close the site.

Baltimore Development Corporation (BDC), in partnership with Topgolf Development, are performing a full restoration of Ridgley's Cove Park as mitigation for the construction of a Topgolf facility, and will be using approximately 15,000cy of dried Cox Creek dredged material. As of August 2019, MES Operations has dried approximately 11,500cy of dredged material for the Ridgley's Cove project. Mr. Heinbuch asked if the Ridgley's Cove project will be the first private sector use of dredged material. Ms. Fidler responded that the Ridgley's Cove project will be performed in coordination with the Baltimore City Department of Recreation and Parks, BDC, and Topgolf Development. MDOT MPA is expecting to haul the dredged material to the site in early 2020.

MDOT MPA, in coordination with Mahan Rykiel Associates, is currently developing plans for habitat development mounds at Hart-Miller Island (HMI) using onsite dredged material. Construction is expected to begin in fall 2019/winter 2020.

Mid-Bay Project

Ms. Fidler stated that the Mid-Bay project management plan and design agreement between the USACE and MDOT MPA was executed in August 2019. The USACE has the necessary funds to complete the final engineering and design and MDOT MPA has the necessary funds for their portion of the cost-share agreement. This means that preconstruction, engineering, and design of the Mid-Bay project can commence. Ms. Fidler added that the main challenge for this project will be securing adequate and timely federal construction funding and MDOT MPA's goal is to get the funds included in the President's budget for federal fiscal year 2022. MDOT MPA will need support from all partners and stakeholders to secure the funding.

Outreach, Education, & Engagement

Ms. Fidler discussed the recent outreach events occurring at the various Harbor Development sites. On September 29, MDOT MPA hosted the National Urban Wildlife Refuge Day at Masonville Cove, the country's first designated Urban Wildlife Refuge Partnership, with free kayaking tours around the DMCF and Masonville Cove. Ms. Aurelia Skipwith, nominee for the Director of the USFWS, attended this event. The second annual HMI 5-Miler occurred on October 12, 2019 and was well attended. Ben Grumbles, Maryland's Secretary of the Environment, attended the MDE shoreline cleanup at Masonville Cove the week of October 7, 2019.

Ms. Fidler stated that the Cox Creek Open House will be held on October 26, 2019. The remaining First Thursday's at Masonville Cove are November 7, 2019 and December 5, 2019. MDOT MPA is diligently working on the DMMP Annual Report which will be presented at the DMMP's Annual meeting being held on November 8, 2019 at the Sollers Point Multi-Purpose Center.

6.0 Committee Administration & Open Discussion

Angie Ashley

Ms. Ashley stated that Mr. Heinbuch and Mr. Gakenheimer will serve as liaisons to the Innovative Reuse Committee meeting in place of Mr. Straughn.

Ms. Ashley invited the Committee members to host a table at the October 26th Cox Creek Open House.

7.0 Upcoming Meetings, Open Discussion, and Adjournment

Angie Ashley

The dates for the 2020 Cox Creek COC meetings are January 8 (snow date January 15), April 1, July 8, and October 14.