

DRAFT FINAL
SUMMARY OF THE COX CREEK
CITIZENS OVERSIGHT COMMITTEE MEETING
July 10, 2019 5:30 PM
Orchard Beach Improvement Association
1000 Hilltop Road
Orchard Beach, MD 21126

Attendees:

Anne Arundel County Water Access Commission: Lisa Arrasmith
Cox Creek Citizens Oversight Committee Facilitator: Angie Ashley
Greater Pasadena Council: Allan Straughan
Maryland Department of Transportation Maryland Port Administration (MDOT MPA): Dave Blazer, Bertrand Djiki, Katrina Jones, Holly Miller, Amanda Peñafiel, Gannon Price
Maryland Environmental Service (MES): Dallas Henson, Benjamin Langer, Robert Natarian
North County Land Trust: Bill Jones, Laura Jones
Pasadena Business Association (PBA): Brian Conrad
Pasadena Sportfishing Group (SFG): Donald Heinbuch
Orchard Beach Improvement Association, President: Douglas Ashton
Resident of Legislative District 31: Gary Gakenheimer
Resident of Legislative District 46: Diane Ingram

Action Items:

- MDOT MPA will coordinate with Anne Arundel County government staff regarding boat launches in northern Anne Arundel county and any associated funding as related to Community Enhancement projects.
- Ms. Ashley will contact committee members whose appointments are expiring in September to assist with the re-appointment process.

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. Mr. Conrad then requested a motion to approve the April 2019 meeting summary, which was made by Ms. Laura Jones and approved by the committee.

2.0 Cox Creek Expanded Update

Gannon Price, MDOT MPA

Mr. Price reviewed the current on-site projects occurring in support of the Cox Creek Dredged Material Containment Facility (DMCF) expansion, which includes: the base dike widening within the interior of the DMCF, the demolition of Building 201, the construction of the Operations and Maintenance (O&M) Complex, and the continued soil remediation efforts within the Cox Creek Upland.

Base Dike Widening

Mr. Price provided an aerial photo of the site and outlined the borrow area within the Cox Creek Upland. Mr. Price explained that the borrow area is being excavated in order to obtain material for the base dike widening project. Currently, the contractor is placing material for Lift 1 of the base

dike in Section E (southeast corner of the DMCF). Additionally, the contractor is installing prefabricated vertical drains (PVD)/wick drains in Section A to expedite the removal of water and compact the Lift 1 material. After 6 months, a soil compaction analysis will be performed. If the material meets project specifications, the PVD/wick drains will be removed, and the construction of Lift 2 will commence.

As the borrow area is excavated, surface/ground water will collect within the designated sediment basin. The sediment basin is designed to act as a temporary storage area to allow the sediment to settle out of the water column. The water is sampled and if it meets permit limits it is discharged into the Patapsco River, if it does not meet permit limits the water is pumped into the DMCF.

Demolition of Building 201

Building 201 was originally utilized as a copper casting facility and legacy activities performed within the building left behind elevated levels of polychlorinated biphenyls (PCBs) within the structural materials. As noted in previous meetings, Maryland Department of Transportation Maryland Port Administration (MDOT MPA) has been working with the US Environmental Protection Agency (EPA) to develop an approved Remedial Action Plan for safely remediating and demolishing the building. Demolition of Building 201 began in September 2018 and is expected to be completed by October 2019. Progress photos of the Building 201 demolition from February through May were shown to the committee. In May 2019 the superstructure of the building was demolished, and work began on removing the foundation and the surrounding contaminated soil. Mr. Price stated that MDOT MPA recently received approval to recycle uncontaminated reinforcing bar within the concrete foundation.

Operations & Maintenance (O&M) Complex

The interior of the O&M Complex is currently 98% complete; remaining activities consist of electrical work. The complex is expected to be completed in September 2019.

Upland Site Remediation

Phase II of the Cox Creek Upland soil remediation is nearing completion. Area B, located in the northwest area of the site, was sampled to further delineate the petroleum-impacted soils along the existing railway.

Construction & Inflow Schedule

Mr. Price reviewed the current construction and inflow schedule for Cox Creek Expanded. The base dike widening project is scheduled for completion in February 2021 to accommodate the 2021/2022 federal inflow. The first lift, to +44', of the upland dike is scheduled to be completed by June 2021, with full completion to elevation +60' in June 2022. The first lift, to +44', of the waterside dike is scheduled to be completed by April 2022 to accommodate the 2022/2023 federal inflow. The waterside dike construction completion to elevation +60' is scheduled for August 2023.

3.0 Community Enhancements & Mitigation Next Steps

Dallas Henson, MES
Holly Miller, MDOT MPA

Ms. Henson 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. However, the committee requested changes regarding two projects as follows:

1. Project 10, formerly titled Public Water Access: Stoney Creek Park, has been updated to Public Water Access: Northern Anne Arundel County Boat Launch. The project description now states that the project would include the creation of public water access by providing funding towards a public boat launch or retrofit in northern Anne Arundel County in the vicinity of the Cox Creek DMCF. Additionally, the special considerations section of the fact sheet has been updated with committee concerns regarding the potential Stoney Creek Park boat launch.
2. Project 11, formerly Public Water Access: Solley Cove Park, has been updated to Road Restoration to Improve Public Water Access. The project description now states that the project would support public water access by providing funding towards the restoration of Carbide Road, which will lead to a public boat launch at Solley Cove Park. Additionally, the special consideration section of the fact sheet was updated with cost estimates for roadway improvements to Carbide Road, provided by Anne Arundel County Department of Public Works (DPW). The new information outlined that paving the road with hot mix asphalt would cost approximately \$1 million while a temporary approach using crusher run (CR-6) material would cost approximately \$125,000.

Ms. Laura Jones asked if MDOT MPA has been in coordination with Anne Arundel County Department of Recreation and Parks regarding the list of Community Enhancement projects. Ms. Ashley responded that MDOT MPA has been coordinating with Mr. Rick Anthony and his staff at Anne Arundel County Department of Recreation and Parks and stated that the Community Enhancement projects are currently under review. Additionally, a staff member from Anne Arundel County Department of Recreation and Parks is expected to attend the October 2019 Cox Creek Citizens Oversight Committee (COC) meeting. MDOT MPA has also been in coordination with Mr. Chris Phipps of Anne Arundel County DPW, who will be presenting at the October 2019 Cox Creek COC meeting on DPW projects and partnerships. Ms. Miller stated that MDOT MPA recently met with Mr. Matthew Johnston, the Anne Arundel County Environmental Policy Director, at Cox Creek DMCF to discuss MDOT MPA's activities in Anne Arundel County. Mr. Johnston was invited to attend the Cox Creek COC meetings in an effort for MDOT MPA to continue coordination with Anne Arundel County.

Mr. Jones suggested removing Projects 10 and 11 from the list due to County Executive Stuart Pittman's statement in the Capitol Gazette regarding the use of recently approved tax increases towards new boat launch facilities throughout Anne Arundel County. Ms. Ashley responded that MDOT MPA will gather additional information regarding this new information and a more informed discussion can be held at the October 16, 2019 Cox Creek COC meeting.

Ms. Miller stated that MDOT MPA has been in coordination with the Maryland Department of the Environment (MDE) and the Critical Area Commission (CAC) regarding the Cox Creek Expanded project to determine mitigation requirements for project impacts. MDOT MPA expects the

mitigation requirements to be finalized once the 90% Design Plans for the +60' dike raising project are completed; the plans are currently scheduled to be completed in September 2019. Any budgeted funds remaining after implementation of the requisite mitigation could be used towards community enhancement projects. In preparation, MDOT MPA has established a project team to begin developing more detailed scopes of work, cost estimates, and timelines for the implementation of the top community enhancement projects on the prioritized list. MDOT MPA hopes to share further information at future Cox Creek COC meetings.

4.0 On-Site Operations

Robert Natarian, MES

Maintenance Dredging

Mr. Natarian stated that, due to Cox Creek Expanded activities, the next inflow at Cox Creek DMCF is not scheduled to occur until 2021.

Discharging Water

In 2019, approximately 97 million gallons of water were discharged from the south spillway. In April 2019, a site survey indicated approximately 45 million gallons of water remains in the DMCF. Due to the base dike widening project, the south spillway is no longer operational and is currently being reconfigured to resume discharge activities.

Innovative Reuse

MES Operations reclaimed and dried approximately 10,500 cubic yards (cy) of dredged material from the Cox Creek DMCF. This material has since been moved off-site for use in demonstration projects including 4,500 cy of material to the Hawkins Point site to be utilized in the closure of the South Cell and 6,000 cy of material to the Quarantine Road Landfill (QRL) for use as alternative daily cover. Photos of the dredged material stockpile and dredged material in use at QRL were shown to the committee. Mr. Straughan asked if MDOT MPA had a metric to easily convey to the public the quantity of material that has been reclaimed versus the total quantity of material within the DMCF to use for a marketing perspective. Ms. Ashley responded that MDOT MPA has developed some relative comparisons but that she did not have that information at this time. Mr. Djiki mentioned that 10,500 cy would fill approximately 750 double-axle dump trucks, assuming 14 cy per truckload.

Mr. Jones noted his previous attendance at an Innovative Reuse Committee meeting and asked if MDOT MPA has investigated potential end uses from the two private companies that were discussed at the meeting. Ms. Ashley responded that MDOT MPA is exploring various options for innovative reuse projects, including exploring partnerships with other state agencies and initiatives and the demonstration projects that are underway and have been previously discussed with the CC COC. However, some proposals require more space and volume commitments than is currently available at Cox Creek due to existing constraints.

Mr. Natarian discussed the steps in the dredged material drying process occurring at the Cox Creek DMCF. First, a pontoon excavator moves wet dredged material from within the DMCF to the toe (bottom) of the interior dike slope. Second, the material is loaded into a dump truck from anywhere between a few hours to a few days, depending on the availability of operators and equipment, using a long-reach excavator. Third, the material is hauled to the designated innovative reuse Area A or B, which are approximately 2 and 3.5 acres, respectively. Fourth, a short-reach excavator spreads

the material within Area A or B to a thickness of 9 to 12 inches. Fifth, the material is turned using a long-reach excavator over several days. Sixth, the dried material is loaded into a dump truck, hauled, and stockpiled in innovative reuse Area D. Utilizing both Areas A and B, approximately 3,000 cy of dredged material can be dried over approximately four weeks. To date, approximately 12,000 - 15,000 cy of dredged material has been dried and stockpiled for innovative reuse projects using this method.

Mr. Conrad asked how quickly QRL would use the 6,000 cy of dredged material. Ms. Henson responded that if the landfill used the material consistently, the 6,000 cy of material would be used in one month. Ms. Miller added that, for daily cover, the landfill requires approximately 100,000 cy of approved material per year. Mr. Conrad asked if dredged material is more cost effective for the landfill than their regular material. Ms. Henson responded that the landfill received the dredged material and their regular material for free. Ms. Henson added that the first report on the use of dredged material as alternative daily cover was positive.

Mr. Jones suggested drying the material by installing well points into a 10 to 15-foot high stockpile of wet dredged material. Mr. Natarian stated that MES Operations is always looking for suggestions to improve upon current drying methods. To date, the most economical drying method has been air drying. Mr. Natarian discussed a June 2019 on-site equipment demonstration to aid in drying activities by turning the material faster than using the long-reach excavator. MES Operations will conduct another equipment demonstration in summer 2019 that will involve using a slurry pump to bring wet dredged material to the toe of the interior dike slope in hopes of expediting access to the material within the DMCF.

Soil Remedial Activities in Area B

MES Operations installed the erosion and sediment controls for the soil remediation in upland Area B and removed the overburden from along the railroad track area. The MES subcontractor, Bowen & Kron, removed and recycled 1,040 feet of railroad tracks. MES Operations removed and stockpiled the railroad ties, which will be hauled to a landfill for disposal. To date, over 2,268 tons of impacted soil has been removed from this area and disposed at a landfill in York, Pennsylvania. Mr. Natarian estimated that remediation in Area B should be completed by July 24, 2019. Photos of the Area B remediation work were shown to the committee.

Site Activities

The Cox Creek facility is currently closed to birders due to construction activities, however MDOT MPA allows guided bird tours during weekends. Currently, MDOT MPA offers four guided tours annually. The Anne Arundel County Bird Club was granted permission to guide a tour on May 4, 2019 and has been granted permission to guide an additional tour in September 2019. The birding tour includes a guided walkthrough of the entire Cox Creek facility. Mr. Natarian stated that approximately 40 birders attend each tour. Mr. Natarian informed the committee that Cox Creek is currently home to a pair of nesting eagles with two offspring.

5.0 Education and Outreach Update

Katrina Jones, MDOT MPA

Ms. Katrina Jones discussed MDOT MPA's Education Outreach Program. This year, MDOT MPA will focus on the Port of Baltimore's positive impact on environmental education through its Dredging Program and has created an associated theme for the Education Outreach Program titled,

‘Stewardship to Scholarship’. ‘Stewardship to Scholarship’ was introduced at the Dredged Material Management Program’s (DMMP) Annual meeting on November 2, 2018. To further emphasize this theme, an educator from Cross Country Elementary/Middle School was a guest speaker at the DMMP Annual meeting and discussed how the MDOT MPA environmental education program has made an impact to her students over the years.

The MDOT MPA environmental education program was informally started in the late 1990s at Hart-Miller Island (HMI) when Ms. Jones observed students from Calvert Hall High School conducting scientific procedures at a spillway. From this, the idea was borne to formalize the environmental education program with the help of MES. Ms. Jones stated that data tracking of the environmental education program started in 2010. Since then, over 56,000 students have participated in the in-class programs, presentations, and field experiences.

To provide program development and support, MDOT MPA requested MES to develop an education and outreach team. Ms. Laura Baker, a former science teacher, leads the MES team and is versed in the Maryland public school system. Ms. Baker can identify aspects of the curriculum set by the Maryland State Department of Education (MSDE) and develop corresponding programs that highlight the Port of Baltimore. MES has also developed a teacher’s guide which enhances field experiences by providing pre- and post-site visit lesson plans that align with MSDE curriculum requirements. Through this program, MDOT MPA provides schools with outdoor education and meaningful Chesapeake Bay-themed activities at each of the Port’s environmental restoration sites and DMCFs.

Since 2004, MDOT MPA has been a partner with and one of the sponsoring organizations of the Maryland Association for Environmental and Outdoor Education (MAEOE). MAEOE is the organization that certifies Maryland Green Schools and Centers, which is a program that implements systematic practices and lessons to engage and encourage communities to care for the natural world through environmental education. MDOT MPA is certified to assist schools interested in becoming Maryland Green Schools through their environmental education programs at Port sites or in the classroom. The schools use this experience to fulfill the “participating in outdoor environmental experiences” criterion needed for Green School certification. Masonville Cove Environmental Education Center, a Green Center, assisted Benjamin Franklin High School in becoming a Green School by allowing them to have an outdoor environmental experience at Masonville Cove. To date, there are 621 Maryland Green Schools and 42 Green Centers. Ms. Jones informed the committee that legislation passed in 2019 “requires the Governor to include a certain amount in the State budget to MAEOE for fiscal years 2021 through 2026 to increase the number of Green Schools in the State.” MAEOE’s goal for this period is to increase the percentage of Green Schools within the state from 31% to 50%. Ms. Jones stated that MAEOE will direct their efforts to further develop the Green Schools program to reach schools in southern and western Maryland as they currently have low participation.

MAEOE hosts an annual Youth Summit at Sandy Point State Park which approximately 3,000 students attend to celebrate the accomplishments of schools that have successfully implemented sustainable practices and to receive their Green School flag. The Governor, Secretaries of Department of Natural Resources (DNR) and MDE are invited to interact with the school groups as they celebrate their Green School awards.

MAEOE also hosts an annual conference for teachers interested in learning about the professional development associated with Green School certification. The conference is held alternately in Ocean City and Towson in February and attracts 500 - 600 environmental education professionals. At the 2005 MAEOE conference, MDOT MPA and Arlington Echo, the environmental literacy and outdoor education facility for Anne Arundel County schools, discussed terrapins nesting at Poplar Island. Building upon this conservation, Arlington Echo developed an educational program utilizing the Poplar Island terrapin hatchlings. MDOT MPA's Terrapin Education and Research on Poplar (TERP) program was developed alongside and in coordination with Arlington Echo to extend the terrapin program throughout the state. In the 2008-2009 school year, the National Aquarium developed the Terrapins in the Classroom program based upon the same principles as the Arlington Echo and TERP program. Ms. Jones stated that DNR permits are obtained annually in order to tag, notch, and raise 200 terrapin hatchlings in classroom settings for educational purposes; an additional 10 terrapin hatchlings are raised by MES for use in educational programs throughout Maryland. All teachers involved with the terrapin program receive training on terrapin care and data collection. The terrapins are released between May and June on Poplar Island by the students. To date, more than 2,300 terrapins have been raised and released through the TERP program.

Mr. Ashton asked if the terrapins raised through the TERP and Terrapins in the Classroom programs were released from where they were first obtained. Ms. Jones responded that the terrapins are returned to their nesting grounds at Poplar Island.

In 2017, Governor Larry Hogan issued Executive Order (EO) 01.01.2017.12 which established "the Maryland initiative titled Project Green Classrooms to promote outdoor activities and environmental education through schools, in communities, and on public lands to benefit Maryland's young people." The mission of EO 01.01.2017.12 is to "mobilize resources to ensure that Maryland's youth experience, understand and learn to conserve the natural environment." In order to fulfill this mission, the *Project Green Classrooms 2018 Strategies* document was created. Ms. Jones discussed two strategies that MDOT MPA has undertaken. The first is the Green Space Strategy. To meet goals outlined in this strategy, MDOT MPA participated in the September 15, 2017 PARK(ing) Day, an international event held annually on the third Friday in September. This event involves temporarily transforming a parking space into a green or park like space. MDOT MPA participated with a parking space adjacent from the World Trade Center in Baltimore. During the event, MDOT MPA spoke to passersby to increase awareness regarding the value of green spaces such as Masonville Cove located in Baltimore City. The second is the Access to Nature Strategy. MDOT MPA, being a division under MDOT, has been working to identify possible public or state transportation opportunities to increase children's access to outdoor spaces, such as Masonville Cove.

In order to celebrate the 10th year of the MDOT MPA sponsored TERP program, the 10th anniversary of Masonville Cove opening to the public, and the 1st year of Captain Trash Wheel being in operation, MDOT MPA, in partnership with the Living Classroom Foundation, the National Aquarium, the United States Fish and Wildlife Service (USFWS), and MES, has extended public access hours at the Masonville Cove Campus until 8PM on the first Thursday of every month. Public outreach events are also being held throughout 2019, such as yoga night, movie

night, fishing night, and kayaking day. The National Aquarium will be sponsoring an event on July 21, 2019 for Latino Conservation Week. MDOT MPA is investigating a possible Halloween event such as an owl prowl.

Ms. Jones discussed MDOT MPA's 10-year Impact Report for Masonville Cove. Over the past 10 years, approximately 35,000 students from the Curtis Bay/Brooklyn areas have participated in MDOT MPA environmental education programs through in-class programs or at Masonville Cove. Ms. Jones stated that Masonville Cove, like Cox Creek, is a heavily visited birding site with its own pair of fledging eaglets.

Ms. Laura Jones asked if MDOT MPA's education program includes opportunities for high school students to earn service-learning credit. Ms. Katrina Jones responded that the Living Classroom Foundation and the National Aquarium provide service-learning experiences for high school students. Ms. Laura Jones asked if MDOT MPA has considered offering funded scholarships for high school students. Ms. Katrina Jones stated that USFWS, the National Aquarium, and Living Classrooms Foundation host an annual paid internship program for 3 to 4 college students. Ms. Ashley added that Living Classrooms Foundation offers paid internships for high school students when funding is available. Ms. Katrina Jones stated that she will bring Ms. Laura Jones' suggestion to MDOT MPA for further consideration. Ms. Katrina Jones asked the committee to direct students and teachers to contact her if they are interested in engaging in MDOT MPA programs or in learning more about the annual MAEOE conference.

Ms. Jones provided a brief update regarding community/association outreach performed by MDOT MPA and MES, on behalf of MDOT MPA. Ms. Jones stated that MDOT MPA is available to perform outreach activities and provide presentations for community organizations and to participate in events hosted by community organizations. On June 8, 2019, MDOT MPA hosted the annual BioBlitz and Captain Trash Wheel's birthday party and attended the Curtis Bay Community Festival. Also, on June 8, 2019, MES, on behalf of MDOT MPA, attended the Pasadena Shop Local event.

6.0 Harbor Development Update

Holly Miller, MDOT MPA

Ms. Miller provided updates regarding MDOT MPA Harbor Development projects including the Masonville DMCF dike raising, Pearce Creek, the Poplar Island expansion, the Mid-Chesapeake Bay Island Ecosystem Restoration (Mid-Bay), and the Seagirt Berth 3 and Loop dredging.

Masonville DMCF Dike Raising

Ms. Miller stated that MDOT MPA is actively performing the first incremental dike raising at Masonville DMCF, which will raise the dike from an average of +10' mean lower low water (MLLW) to +18' MLLW. The final elevation of the dikes will be +42' MLLW. The construction of a dike to an elevation of +10' MLLW along the cofferdam and installation of stormwater management controls was the first focus of the project in order to create a continuous loop around the DMCF for trucks to haul offsite material. The dike along the cofferdam has since been completed and the +18' MLLW dike raising has begun.

Pearce Creek

Pearce Creek DMCF in Cecil County was reactivated by the United States Army Corps of Engineers (USACE) in partnership with MDOT MPA in 2017. Due to groundwater quality issues in the surrounding Pearce Creek area, MDOT MPA agreed to fund the construction of a water distribution system to supply water from the Town of Cecilton's existing public water source. At this time, almost all homes have been connected to the new system and final tank calibration adjustments are underway. The few remaining homes not connected to the new system have either refused connection or could not be reached. MDOT MPA also funded road restoration to repair the roads to existing conditions due to any damage that occurred during the water system construction.

Throughout the DMCF reactivation, water system construction, and road restoration process, MDOT MPA has held community meetings to ensure successful implementation. Currently, the Pearce Creek Implementation Committee meets quarterly; the next meeting is scheduled for August 16, 2019.

Poplar Island Expansion

The Poplar Island expansion dikes are being built through three separate USACE construction contracts due to the size of the project. The first contract was for the construction of Cell 7 and to stockpile sand for the remaining expansion in Cells 7 and 1D. The second contract was for the construction of Cells 8, 9, and 10, which will be developed into wetlands and the open-water embayment. The remaining contract is for the construction of Cell 11, which will be developed into upland habitat. Ms. Miller stated that the Poplar Island expansion dike construction is expected to be completed by July 2020.

Mid-Bay Project

MDOT MPA has been working with the USACE on the Mid-Bay project, which is the next large-scale island restoration project after Poplar Island. The USACE has received \$4.903 million for the design portion of the project. MDOT MPA and the USACE are currently coordinating to develop a project management plan and design agreement. The Mid-Bay project will involve the restoration of two islands located in Dorchester County. James Island will involve the restoration of 2,072 acres of wetland and upland habitat in a similar fashion to the Poplar Island restoration; habitats will be comprised of approximately 55% wetland and 45% upland. Barren Island will involve the construction of 72 acres of wetlands, modification of existing sill, and construction of new sills on the northern and western shores and new breakwaters to the south. The first stage of the Mid-Bay project is to obtain geotechnical information by performing sediment borings. MDOT MPA is currently in coordination with MDE to obtain the necessary permits.

Seagirt Berth & Loop 50-foot Dredging

Ms. Miller stated that the Port of Baltimore is currently considered berth-constrained in its ability to efficiently handle twenty-foot equivalent unit (TEUs) and up vessels requiring 50' berths. Berth 3 will be deepened to 50' and the channel will be widened to provide safe navigation. The Seagirt Loop will be dredged to 50' for vessels to continue through the Loop as opposed to turning around. The preliminary planning, ship simulation, geotechnical investigations, and chemical analysis have been completed. MDOT MPA is currently working on permitting, designing the Berth 3 infrastructure, and developing designs for the dredging. Berth 3 construction is expected to begin

in summer 2020 and be completed in 2022. The USACE's Seagirt West Loop feasibility study, requested by MDOT MPA, is currently pending available funding.

Ms. Ingram inquired about the next available tour for Poplar Island. Ms. Jones offered a reserved tour date of September 11, 2019 to the committee. Mr. Straughan asked if the expansion will be accessible in September. Ms. Miller responded that the expansion will not be accessible at that time, however portions of the expansion will be able to be seen from the existing island. Mr. Ashton asked if Poplar Island will be accessible to private boaters after the expansion is completed. Ms. Jones responded that Poplar Island is only accessible via guided tours from March through October.

7.0 Committee Administration & Open Discussion

Angie Ashley

Ms. Ashley, as requested by Mr. Heinbuch, informed the committee of the fall fishing tournament being sponsored by the Pasadena Sportfishing Group. Mr. Heinbuch stated that the June 2019 tournament, also sponsored by the Pasadena Sportfishing Group, was attended by approximately 75 children between the ages of 4 and 14. Various fishing equipment was handed out and food and drinks were provided. Mr. Heinbuch added that this tournament is a great example of the support being requested through Community Enhancement #7.

Ms. Ashley stated that she will be in contact with the committee members whose appointments expire on September 30, 2019 in order to assist with the re-appointment process.

8.0 Upcoming Meetings, Open Discussion, and Adjournment

Angie Ashley

Ms. Ashley stated that the next Cox Creek COC will be held on October 16, 2019 and is tentatively scheduled to be held at the new Cox Creek O&M Complex (1000 Kembo Road, Curtis Bay, Maryland 21226) with a site tour if the building is complete. The backup location will be at the Orchard Beach Improvement Association (1000 Hilltop Road, Orchard Beach, Maryland, 21226). The DMMP's Annual meeting will be held on November 8, 2019 at the Sollers Point Multi-Purpose Center.