

**FINAL DRAFT SUMMARY OF THE MASONVILLE
CITIZENS ADVISORY COMMITTEE MEETING
October 2, 2018 5:30PM
1000 Frankfurst Avenue
Baltimore, Maryland 21226**

Attendees:

Action Baybrook: Jan Eveland
Angie Ashley Consulting: Angie Ashley
Baltimore Bird Club: Nancy O'Hara
Baltimore City Department of Public Works: Jeff Raymond
Baltimore Office of Sustainability: Bruna Attila
Ben Franklin High School: Kelly Oglesbee
Brooklyn Concerned Citizens for a Better Brooklyn: Diane Ingram
Canton Kayak Club: Cristina Cardona
Curtis Bay Citizen: Michael Sakowski
Greater BayBrook Alliance: Meredith Chaiken
Living Classrooms Foundation (LCF): Lorraine Warnick
Maryland Environmental Service (MES): Rachael Gilde, Danielle Wilson
Maryland Department of Transportation Maryland Port Administration (MDOT MPA): Sergio Adantor, Chris Correale, Bertrand Djiki, Kristen Fidler, Katrina Jones, Kristen Keene, Holly Miller, Gannon Price
Maryland Real Estate: Anita Kestel
Masonville Citizens' Advisory Committee (MCAC) Chair: Mike Sakowski
National Aquarium: Curtis Bennett, Andrea Van Wyk

Action Items:

- Ms. Ashley will distribute information to the MCAC about the East Coast Greenway when it becomes available, and she will recommend that it be the subject of an article in the GreenPort newsletter.
- MCAC members interested in attending the 10/11 fall field trip to Pearce Creek will RSVP to Ms. Ashley.

Statements for the Record:

1.0 Welcome & Introductions

Ms. Ashley called the meeting to order. Ms. Ashley asked the meeting attendees to introduce themselves.

Ms. Correale addressed the group and thanked those who attended the Masonville Dredged Material Containment Facility (DMCF) tour. Ms. Correale informed the committee that Shawn Kiernan is no longer with the Office of Harbor Development and has accepted a new position at the Maryland Department of

Transportation Maryland Port Administration (MDOT MPA) in the Office of Safety, Environment, and Risk Management. She introduced Ms. Miller as the new Chief of Project Development for Harbor Development, and Mr. Price as the new Senior Project Engineer for Cox Creek Expanded.

Ms. Correale stated that the Masonville Citizens Action Committee (MCAC) began a little over 10 years ago; she expressed thanks and appreciation that the committee members have been part of the planning, design, and construction at Masonville Cove and the Masonville DMCF. The success of the Masonville project was made possible because of citizens who worked with MDOT MPA in the early stages of the planning process and stayed all ten years to give advice and counsel and brought issues to the attention of MDOT MPA. Ms. Correale extended thanks to Mr. Sakowski for his dedication to this project as being chair for all ten years of the committee's history.

Mr. Sakowski moved to approve the April 3, 2018 meeting summary as final; the motion was approved.

2.0 Masonville Construction Update

Mr. Bertrand Djiki, MDOT MPA

Dike Raising

Mr. Djiki reviewed the history of the Masonville DMCF. Design and planning started in 2003. Phase 1 and Phase 2 of the dike construction were completed in 2012. Currently, the DMCF is approximately 110 acres. The current available capacity at the DMCF is approximately 3 million cubic yards (MCY). The current dike elevation averages approximately +10 feet Mean Lower Low Water (MLLW).

The outer dike of the DMCF will be raised to approximately +18 feet MLLW. Raising the dike will add 1.6 MCY of capacity, raising the total remaining capacity to 4.5 MCY. Construction of the base dike berm along the cofferdam began in June 2017. The first phase of fill for the base dike berm along the cofferdam to an elevation of +6 feet MLLW was completed in August 2018.

Kurt Iron Slip (KIS) Cross Dike

The Kurt Iron Slip (KIS) cross dike is being raised to an elevation of +18 feet MLLW to become part of the perimeter dike for the DMCF. Approximately 3,500 CY has been placed in the KIS to date; work is ongoing. MDOT MPA will continue to fill the KIS using fill material from other MDOT MPA projects, including stockpiled aggregate from the Cox Creek DMCF and a pile of stockpiled soil at the Mercedes terminal, known as Mercedes Hill. The KIS will be filled and graded to approximately +8 feet MLLW; the area will then be developed into approximately 13 acres of terminal space and incorporated into the Masonville Marine Terminal.

MDOT MPA completed the removal of two derelict vessels from within the KIS in June 2018. The steel superstructures, filled with Styrofoam, were demolished and separated, then carefully transported off site. Mr. Sakowski asked how the Styrofoam from the derelict vessels was processed. Mr. Djiki stated that the Styrofoam was broken apart and moved to Curtis Creek Recovery Systems for disposal.

Once the KIS has been filled and paved, a permanent Operations and Maintenance (O&M) building and dedicated site access road to manage the Masonville DMCF will be constructed. The road will be located on the east side of the KIS.

3.0 Mitigation and Community Enhancements Progress

Ms. Holly Miller, MDOT MPA

Mitigation Projects

Eighteen mitigation projects are associated with Masonville, of which only four are outstanding; the status of those projects is either in progress or pending.

Due to the amount of remediation that needed to occur at Masonville Cove and a desire to expedite public access to Masonville Cove, the upland remediation area was split into three zones. Access Zone 1 (AZ1) is open to the public and a great deal of educational programming takes place there. Access Zone 2 (AZ2) was opened to the public in summer 2017. Access Zone 3 (AZ3) is still under construction.

Five nontidal wetlands have been constructed and planted at Masonville. MDOT MPA will continue to monitor these wetlands and make adjustments as needed to ensure wetland success to Maryland Department of Environment (MDE) success standards. The sixth and final nontidal wetland (located in AZ3) has been constructed; planting occurred in September 2018.

Shad and Herring Restoration

MDOT MPA provides funding to the Maryland Department of Natural Resources (DNR) for the Patapsco River Shad and Herring Restoration Project. The objective of the project is to introduce larval and juvenile American shad, hickory shad, alewife, and blueback herring populations to the Patapsco River, and in so doing produce adult stock of hatchery-origin fish that will return to spawn; this will help to produce a self-sustaining population. In addition, DNR monitors the areas where the larvae are placed to determine the extent to which the objective has been met by assessing the contribution of hatchery fish to the adult spawning population and, in comparison, monitoring recovery of naturally produced stocks. Stocking occurred from 2013-2018; 2018 is the final year of monitoring. Larval fish were stocked at the Route 648 bridge and juvenile fish were stocked at the Southwest Area Park. Preliminary assessment results show good survival of stocked fish and some reproduction.

Trash Interceptors

Five trash interceptor projects are associated with Masonville mitigation package. The Jones Falls Water Wheel ("Mr. Trash Wheel") was the first trash interceptor funded as part of this mitigation package and has been operational since May 2014. As of October 2018, 999 tons of trash have been collected. The Masonville Cove trash wheel, named "Captain Trash Wheel," has been operational since May 2018. MDOT MPA also constructed a trash interceptor at the Dundalk Marine Terminal. It is a hydrodynamic separator that uses swirl concentration and continuous deflective separation to screen, separate, and trap trash and debris from storm water runoff. The trash interceptor has been operational since April 2018. MDOT MPA is also working with Baltimore City Department of Public Works (DPW) to install solar-powered compacting trash cans. Installation is expected to take place in October 2018. Ms. Miller stated that the solar compacting trash can project is a pilot project. MDOT MPA was able to coordinate with

DPW to have a portion of the trash cans placed in the community surrounding Masonville, specifically in the areas of Brooklyn, Cherry Hill, Curtis Bay, and Lakeland.

Ms. Kestel asked how the solar compacting trash cans work. Ms. Miller stated that solar panels on top power a compactor within the trash can; they can remotely alert DPW when they are full. The solar compacting trash cans can hold five times the amount of the typical trash can.

Mr. Sakowski asked how large of a piece of trash could be put in the trash can. Mr. Raymond stated that only a small amount could be placed in the trash can at a time. The limiting factor is the door size. Mr. Raymond stated that another feature is that the compartment can be opened hands-free by pressing a foot pedal at the bottom of the unit. Ms. Chaiken asked whether the trash cans were maintained by the DPW on existing routes. Mr. Raymond replied that they were and had been placed strategically on existing routes. Ms. Ingram asked how much each unit cost. Mr. Raymond stated that they cost approximately \$3,000 per unit.

Ms. Oglesbee asked whether trash cans would be placed at any additional locations and specified an identified need at the new CSX Field at Farring BayBrook Park, where trash cans are constantly overflowing. Mr. Raymond stated that community input on locations for new trash cans can be directed to him (jeffrey.raymond@baltimorecity.gov) or the DPW solar compacting trash can project manager, Aaron Little (aaron.little@baltimorecity.gov). Mr. Raymond stated that desirable areas for these trash cans include community hot spots and areas along existing trash pick-up routes that have a history of litter in the area. Ms. Ashley stated that a history of litter may not be documented at the CSX field because it is a new facility and historic problems at that location may not be captured in 311 data. Mr. Raymond stated that they welcome community feedback on locations and are particularly looking at areas in business districts, bus stops, and in gateways in and out of the city.

Mr. Sakowski asked for the average weight of a full can. Mr. Raymond approximated 50 pounds per full can; the wellbeing of employees and their ability to haul the trash must be considered when judging how heavy the compacted trash can become. Mr. Sakowski asked about the relative volume of the compacted trash compared to a conventional trash can. Mr. Raymond stated that the solar compacting trash cans can hold five times as much trash as conventional trash cans.

Mr. Sakowski asked whether the units had been successful in past projects. Mr. Raymond stated that the company that made the trash cans that were recently purchased is new, and older versions of compacting trash cans have been installed in Baltimore. Ms. Miller stated that solar compacting trash cans have been operational and successful at the Baltimore Cruise Terminal for several years.

Biddison Run Stream Restoration

MDOT MPA is coordinating with Baltimore City to help fund the restoration of the Biddison Run Stream in the Back River Watershed. The project includes 6,900 linear feet of restoration, for which design is underway. Baltimore City is working with residents that will be affected by this project to obtain right of entry agreements to access Biddison Run Stream from their properties. Baltimore City has encountered

delays in receiving the right of entry agreements. As a result of the substantial delay, MDOT MPA may be considering an alternative project.

Conservation Easement

When MDOT MPA has completed the restoration and remedial activities in AZ1, AZ2 and AZ3, it is required that the upland area of Masonville Cove be put into a conservation easement with the Maryland Environmental Trust. The final planting of AZ3 nontidal wetland occurred last month. MDOT MPA anticipates that it will proceed with the easement at the end of this year after completing fencing requirements to delineate where capping has occurred.

Ms. Eveland asked whether any special efforts are being undertaken for invasive species growing on the Masonville Cove campus. Ms. Miller stated that on MDOT MPA's behalf, Maryland Environmental Service (MES) inventories invasive plant species present and implements control measures for those plants. Examples of control measures include spraying invasive *Phragmites* with herbicide and hosting a herd of goats to eat the invasive plant *Sericea lespedeza*.

4.0 Masonville Access Update

Ms. Kristen Fidler, MDOT MPA

Ms. Fidler stated that the goal of the Masonville Access efforts is to provide enhanced and safe public access to Masonville Cove. A feasibility study was conducted in partnership with a Federal Highway Administration grant program in 2016. The report is available on the MDOT MPA [website](#).

As background, the Masonville DMCF is one of two DMCF sites which are available to receive dredged material from the Harbor's federal navigation channels each year. Approximately 500,000 CY of dredged material can be placed in either site each year. Masonville Cove is home to the Masonville Cove Environmental Education Center (MCEEC), which is run by the Living Classrooms Foundation (LCF), holding numerous programs for area students focusing on environmental stewardship, and science, technology, engineering, and math. Masonville Cove also offers several passive recreation features including a pier, walking paths, restored and created wetlands, and shoreline habitat.

In 2013, Masonville Cove was designated as the nation's first Urban Wildlife Refuge Partnership, which includes MDOT MPA, LCF, US Fish and Wildlife Service (USFWS), and the National Aquarium. The Urban Wildlife Refuge designation and partnership with USFWS enables MDOT MPA to apply for federal grants for the site. In 2015, MDOT MPA and USFWS partnered to apply for the Federal Land Access Program (FLAP) grant through the Federal Highway Administration. The study was completed in spring 2018.

The study assessed the feasibility of multi-modal transportation options to Masonville Cove such as Lyft/Uber shared ride services, water access, pedestrian/bicycling access, public transit, and shuttle/van options. The study purpose and scope were to identify feasible multi-modal options that could provide enhanced and safe access to the site from the local communities, as well as the greater Baltimore region. MDOT MPA hosted two community meetings at Benjamin Franklin High School in 2017. The first meeting included displays of the design concepts and discussions of the possible options that were being considered. The second meeting presented preliminary results of the analysis that were developed into the final report. Input from local stakeholders, agencies, and organizations were taken into consideration.

When investigating shuttle options, MDOT MPA assessed the possibility of contracting a shuttle service provider, partnering with a local organization that already has a shuttle service, or renting/owning vans for use when needed. Utilizing rideshare service such as Lyft or Uber would require implementation through a sponsor account to fund rides to and from Masonville Cove.

Pedestrian options (including cyclists) were split in to two alternatives. The first includes street markings called “sharrows” that bring attention to areas where bicycles and vehicles would share the road as well as the addition of bike boxes to intersections. The second option assessed was a “cycle track,” which provides a physical barrier between vehicular traffic and pedestrian/bicycle traffic and a separate lane for pedestrian/bicycle traffic. Either option would require significant additional engineering and safety analyses and further coordination with Baltimore City Department of Transportation and other stakeholders.

For water-access options, kayaking and water taxis were investigated; currently kayakers can access the campus. The Canton Kayak Club currently utilizes the campus as a destination while kayaking. MDOT MPA will continue to promote responsible kayak access. The water taxi option was removed from consideration due to navigational concerns from reef balls, potential pier refurbishments needed to support the water taxis, and scheduling conflicts between the Masonville Cove site and taxi operation hours. The goal is to provide direct access for the nearby communities. However, if community members cannot reach the site by land, providing them with water access does not necessarily alleviate that issue. Water access would primarily benefit communities located across the Patapsco River, rather than the local communities adjacent to Masonville Cove.

Ms. Eveland inquired about the depth of the water at the pier. Ms. Miller stated that the cove is approximately 10 feet deep throughout and that the 2,000 reef balls placed on the bottom of the Cove present an underwater obstacle for larger boats to navigate safely. Ms. Fidler stated that the existing pier was built to accommodate Living Classrooms Foundation’s vessels, and in order to accommodate different vessels, additional pier infrastructure changes may be necessary.

The Maryland Transit Administration BaltimoreLink public transit service was also evaluated in the feasibility study. There is currently no bus service along Frankfurst Avenue, but in the future MDOT MPA may be able to explore Mobility on Demand grant funding opportunities in this area, which is a shuttle service that could close the gap between Masonville Cove and the closest MTA bus stop, approximately one mile away.

Options removed from consideration as a solution included the intersection improvements for the “sharrows” option due to a lack of adequate safety provided by the shared use roadway. Contracting a shuttle provider was removed due to the cost. Entering into partnership with a locally operated provider was removed due to logistic concerns regarding who would pay for operations, maintenance, riders traveling elsewhere, etc. The water taxi was removed as an option due to navigation issues related to the in-water reef balls.

Possible short-term options include rideshare (Lyft/Uber) and kayaking. Long-term options include shuttle rental, shuttle purchase, intersection improvements through the separated “cycle track,” and continuing to evaluate transit options through potential “last mile” grant funding opportunities.

The MDOT MPA report was finalized in April 2018. While this study was underway, other projects and community organizations in the area began to emerge and gain momentum. MDOT MPA is working to ensure that any access solutions pursued take into consideration these other initiatives, priorities, and project timeframes so as to identify updated partnership opportunities and avoid conflicts or duplication of efforts. Next steps include seeking greater feedback from the communities regarding their current transportation priorities. MDOT MPA is reaching out to a variety of stakeholders and partners involved in several nearby projects that are moving forward, such as the Hanover Street Bridge Corridor Study, the Rails-to-Trails program and the East Coast Greenway, and the Middle Branch redesign, which includes Masonville Cove as part of its effort to better connect a network of green spaces throughout the Middle Branch.

MDOT MPA will be working with the Baltimore City Department of Transportation and other partners to determine their scope and the possibility of including access to Masonville Cove. One example is the Rails to Trails program, which includes a proposed trail from Cherry Hill to Masonville Cove. The potential for transit options will also continue to be explored. MedStar Health has already created a Lyft/Uber account to provide patient access to their services; MDOT MPA will be contacting them for more information to gather lessons learned, costs, and identify other feedback to inform pursuing this potential short-term solution. A major Middle Branch redesign process is underway, led by Parks and People Foundation, and the South Baltimore Gateway Partnership is looking to connect Port Covington parks. Baltimore City is working on traffic calming and streetscape projects in the Brooklyn commercial district. There may be opportunities for MDOT MPA to work with these partners and leverage funding opportunities to provide safe and enhanced access in a way that meets the needs of the communities and businesses in the area.

MDOT MPA has realized that many locals still do not know that Masonville Cove is available for public use and passive recreation. Ms. Fidler stated that moving forward, MDOT MPA will work to gather community feedback and input and will also re-engage with agency partners on the potential for coordination with other projects in the area and develop a menu of short-term pilot(s) and access improvements. The success or lack of use will inform further planning, funding, and justification for longer-term solutions. The goal is to implement the pilot(s) in 2019 while MDOT MPA continues to plan for long-term solutions.

Ms. Ingram asked if the hours of the MCEEC would be changed; she requested longer hours on the weekends. Ms. Fidler stated that the suggestion to increase weekend hours was noted.

Ms. Chaiken stated that she feels integration with the Middle Branch redesign will be essential to moving the process forward. Ms. Eveland stated that she was under the impression that all neighboring businesses involved with the Middle Branch Redesign efforts were in agreement to move forward with the efforts to improve access. Ms. Fidler stated that businesses were being included in Middle Branch redesign plan updates, but that a design or detailed project scope have not yet been finalized.

Ms. Kestel asked whether the extension of the Gwynns Falls trail was being considered. Ms. Fidler stated that the extension of Gwynns Falls is integrated in the East Coast Greenway and Rails to Trails efforts. Ms. Fidler recently met with Jim Brown of Rails to Trails, who is in the process of working in South Baltimore.

Mr. Sakowski requested that information about the East Coast Greenway be included in the GreenPort newsletter. Ms. Ashley stated that though the information is not yet in a completed form, when it becomes available it can be distributed to the committee and could potentially also be part of a future article in the GreenPort newsletter.

Mr. Sakowski inquired about the number of visitors that frequent Masonville. In 2018, a total of 593 individuals visited Masonville through September, and a total of 6,078 people have been engaged with Masonville between 138 various environmental and educational events. These numbers include Masonville DMCF tours, community, volunteer and classroom-visit events hosted by the MDOT MPA, MES, the National Aquarium (NA), and LCF. Ms. Fidler stated that attendance will continue to be monitored particularly to assess the relative success of 2019 pilot access-improvement projects, and the Living Classrooms Foundation and the National Aquarium presentations will give further information about attendance.

5.0 Harbor Development Update

Ms. Chris Correale, MDOT MPA

Ms. Correale stated that MDOT MPA is in the process of expanding Cox Creek DMCF. Expansion will involve raising dikes on the existing DMCF containment facility and constructing a new dike on neighboring property that is also owned by MDOT MPA.

The remediation and demolition workplan for Building 201 is also underway at the Cox Creek property. The workplan was approved by the US Environmental Protection Agency (EPA); construction is expected to start in fall 2018 and is expected to take one year. The contractor is currently mobilizing on site. A new Cox Creek O&M Complex will be constructed; the O&M Complex will house construction equipment, offices, and a meeting space for the Cox Creek Citizens Oversight Committee. Construction is anticipated to take 18 months.

Ms. Kestel asked what Building 201 was originally used for. Ms. Correale replied that it was part of the Kennecott Copper Refinery and contains polychlorinated biphenyls (PCBs), found in substances used to cool oil in the smelting process.

Ms. Correale stated that in 2017, the Port of Baltimore handled a record 596,972 containers, an 11 % jump from the previous record set in 2016. Recent industry intelligence indicates that the Port of Baltimore is perceived as berth-constrained in its ability to efficiently handle larger numbers of 10,000+ twenty-foot equivalent unit (TEU) vessels requiring 50-foot berths. To alleviate this issue, the Port would like to create a second 50-foot berth at Seagirt Marine Terminal.

The addition of the new 50-foot berth would require that the remainder of Seagirt Berth 3 be deepened to 50 feet and that the Seagirt loop channel be deepened to 50 feet. These projects are accounted for in the long-range capacity planning dredging in the Harbor. In order to deepen Seagirt Berth 3, MDOT MPA will construct the dredging project by applying for a Tidal Wetlands License and US Army Corps of Engineers (USACE) permit. In order to deepen the remaining Seagirt loop channel, MDOT MPA has requested that a feasibility study be conducted by USACE which would be funded 50% by MDOT MPA

and 50% by USACE. Ms. Correale presented a detailed map of the Seagirt Berth and Loop and pointed out the areas that would be dredged.

Mr. Sakowski asked how many CY of dredging the projects would involve. Ms. Correale replied that the initial widening of Seagirt Berth 3 includes the removal of 450,000 CY of dredged material and the remainder of the Seagirt Loop includes the removal of 1.5 MCY of dredged material.

6.0 Citizen Science and Community Projects

Ms. Andrea Van Wyk, NA

Spring/Summer 2018 Cleanups

Ms. Van Wyk detailed the work that the NA Conservation, Education, and Field Conservation teams have been working on at Masonville Cove and the surrounding communities. In April 2018, NA hosted four clean-up events. The first was held at Masonville Cove with volunteers and was part of the Project Clean Stream Initiative. The second and third were held in the Brooklyn community engaging members of the Pathway Church of God congregation and Tempo de Alabanza Y Restauracion (TAYR) Latino congregation in April and August. In addition, the NA hosted a cleanup with the Concerted Care group. In total, almost 400 people were involved in the clean-ups; approximately 21,000 pieces of debris with a total weight of 1,270 pounds were collected.

Spring/Summer 2018 Community Planting

Ms. Van Wyk stated that through the community planting program, the NA established 3,000 *Spartina alterniflora* plants at the Masonville Cove living shoreline. This was accomplished by public volunteers and as part of the wetland nursery program, where schools raise the grasses throughout the school year and plant them in a restoration project at the end of the year.

Greater Baltimore Wilderness Coalition Events

NA took part in the Baltimore City Nature Challenge. During this event, cities throughout world compete to have the highest number of observations made, the highest number of species identified and the most participants. Out of the 69 participating cities, Baltimore came in 24th place for number of observations; 23rd place for number of species identified, and 13th place in participants.

Masonville Cove Bioblitz

NA hosted the annual Masonville Cove Bioblitz in June. Approximately 100 participants were engaged in stations where they could discover different types of mammals, birds, plants, insects, aquatic life, and reptiles and amphibians.

Patapsco Latino Action Network Events

Latino engagement is occurring through the efforts of both the NA and LCF. NA is participating in Latino engagement in the Brooklyn and Curtis Bay neighborhoods through an EPA Environmental Justice mini-grant. This programming focuses on marine debris prevention and reduction and aims to educate and engage the participants in environmental stewardship activities. Participants are also empowered to lead independent events with others in their community. LCF participates in Latino engagement through the National Fish and Wildlife Foundation (NFWF) focusing on pollinator education. Through this program,

LCF hosted TAYR congregants and local residents at the Patuxent Research Wildlife Refuge for a Wildlife Conservation event and the Monarch Festival.

In April, a visioning workshop with stakeholders took place; the purpose was to understand existing issues within the community and interests they have when interacting with nature. The stakeholders identified recreation opportunities in green spaces as the most popular interest. NA engaged with the Hispanic Access Foundation to take part in a Latino Conservation Day on 6/24 at Masonville. The day included a nature walk, a fishing program, an archery program, and a creature feature.

Monarch Butterfly Conservation Program

NA engaged Benjamin Franklin High School and the Curtis Bay Recreation Center in programming related to the monarch life cycle, migration, and pollinators in general. The Benjamin Franklin High School group participated in programming that was tied to the existing curriculum related to genetic diversity and coevolution of insects and plants. The programming for the Curtis Bay Recreation Center group was more appropriate for younger groups with fun, interactive, and informative activities. The groups completed a culminating project where they planted a native garden intentionally created for the benefit of monarch butterflies.

Curtis Bay Alley Art

NA led an alley art project aimed to beautify an alley to deter illegal dumping. As part of this program, NA engaged the community to inform them of the project and held a community visioning session. The alley was painted during a community event where participants painted the images of their choice. Ms. Van Wyk stated that the successful program may lead to more alley art projects in the future where NA will serve as technical advisors rather than hosts. Ms. Jones ask whether dumping in the alley has decreased since the painting event. Ms. Van Wyk stated that NA does not currently have information about the status of the alley with trash accumulation and illegal dumping since it was painted so recently, but the NA intends to monitor the impact of the alley art project.

Urban Conservation and Education Internship (UCEI) Internship

Ms. Van Wyk stated that the UCEI Internship took place during eight weeks of the summer. The program engaged local college students in conservation and networking opportunities. Students came from Coppin State University, Towson University, University of Maryland, and University of Baltimore. Upon reflecting on the internship experience interns stated that they were surprised to learn that the field of conservation is so vast, and that stewardship and conservation was associated with dredged material.

Miscellaneous

Mr. Bennett expressed that he presented at the EPA National Environmental Justice Advisory Council about Masonville Cove and environmental justice and equity work. Ms. Van Wyk stated that the NA is looking to shift the focus for programming from nature conservation to the impact of conservation activities on mental health. NA recently hosted a trash awareness workshop discussing its impact on mental health.

Green Healthy Smart Challenge Grant

Ms. Van Wyk stated that NA is partnered with the Baltimore Sustainability Office to coordinate/facilitate the Green, Healthy, Smart Challenge grant program. In this program, schools can apply for funding to complete sustainability projects including recycling programs, native garden planting, organizing

community clean-ups, and storm drain stenciling. The grant application closing date is 11/2; Ms. Van Wyk invited attendees to suggest schools in the area that may want to take part.

Upcoming Events

- October 14 - Brooklyn Fall Cleanup
- October 20 - International Coastal Cleanup at Masonville
- October 20 - Patuxent Live Wolf Meeting
- November 2 - Green, Healthy, Smart Challenge Grant applications due
- November 3 - Fort McHenry Field Day

Ms. Eveland asked how she could access information about these events. Ms. Ashley stated that she would share fliers and calendars with the committee.

7.0 Education and Campus Operations

Ms. Lorraine Warnick, LCF

Ms. Warnick provided updates of LCF's activities and events. LCF continues to implement the Baltimore Environmental Education Summer Math and Reading Trailblazers (BEE SMART) program. This summer literacy program focuses on science, technology, engineering, and mathematics to prevent summer learning loss. The summer of 2018 was the 5th summer of the program and it was completed with reduced funding. Forty students in 3rd through 5th grades from Lakeland Elementary/Middle School took part in the program. LCF works with the school to acquire literacy testing data from the end of the previous school year to compare to data collected during and after the summer program, assessing its effectiveness. Throughout Baltimore City, a large portion of the population in this age range is below the expected reading level. Over 80% of the students in the BEE SMART program maintained or gained a reading level through summer into the school year.

Additional summer programs included a fishing day, in partnership with the USFWS Patuxent Research Refuge and NA. Participants in the program came from the Curtis Bay Recreation Center and other local organizations.

LCF is currently working on programs in conjunction with the NFWF People and Pollinators grant. Activities that will take place in the fall will include plantings to provide food and habitat to migrating pollinators. LCF was recently awarded a grant from the South Baltimore Gateway Partnership to continue to work in neighborhood schools during the 2018-2019 school year. LCF will work internally to identify which schools and grade levels will be able to be served through this grant.

In September, LCF held Land & Sea Program days where students spent half the day on the water (on LCF's educational ship) and half the day on land in the science labs. These trips were made possible by a Baltimore Gas and Electric (BGE) green grant. LCF has hosted teacher trainings for community schools. Masonville will be a site for a Navy Community Relations event for a shoreline cleanup during Baltimore Fleet Week. Benjamin Franklin High School students and Navy sailors will take part in the cleanup. Several other shoreline cleanups will be occurring at Masonville involving corporate groups, community groups, students, and schools. Masonville will also be a site for the Governor's Day to Serve.

Ms. Warnick informed the committee that Patty Parsley, LCF's former volunteer coordinator, has retired. The new volunteer coordinator, Lily Schneider, has joined the LCF team. She was formerly a Chesapeake Conservation Corps intern with USFWS.

Ms. Warnick stated that Masonville Cove visitor data is tracked and demonstrates trends that follow weather events, rare bird sightings, and organized events.

Mr. Sakowski asked how students are chosen for the BEE SMART summer program. Ms. Warnick stated that student participants are identified by the grants that support the program. The recent grants for this program have specified geographical locations that need to be served with the money. Mr. Sakowski asked whether students get school credit for being part of the program. Ms. Warnick stated that they do not get school credit, but the program involves numerous resources that benefit the students and their families including engagement events at their local school and library before, during, and after the summer program.

Mr. Sakowski asked about the completion rate of the BEE SMART program. Ms. Warnick stated that a waitlist was in place for any time a student dropped out, but that attendance levels were very high, with rare use of the waitlist. Ms. Otis asked how many instructors were involved in the program. Ms. Warnick stated that the teacher to student ratio was kept very low to allow for individualized instruction. Five staff took part in the program including one reading specialist, three instructors, and one director. She also stated that students who had been part of the programs in previous years who were too old to be eligible were engaged as volunteer mentors to students who were currently enrolled.

8.0 Upcoming Events and Open Discussion

Ms. Angie Ashley, Angie Ashley Consulting

Ms. Ashley stated that the Dredged Material Management Program (DMMP) Annual Meeting would be held on 11/2. MDOT MPA holds the Annual Meeting every year and invites committee members, friends, and colleagues to attend. This year's theme is focused on stewardship and scholarship. Ms. Ashley stated that a representative from the commercial side of the Port of Baltimore sustainability initiatives will present, in addition to a Baltimore City teacher presenting about science, technology, engineering and math education in Baltimore City schools. There will be networking opportunities, food, and free parking. Additional information will be available about other Port of Baltimore projects and initiatives. Ms. Ashley requested that interested parties submit an RSVP using the information found on the invitation that was distributed at the meeting. Ms. Jones encouraged attendees to extend the DMMP Annual Meeting invitation to other members of their respective community organizations. She also reminded the committee that MDOT MPA is willing to participate in community events or meetings and asked that interested parties reach out to her to discuss any of those events.

Ms. Ashley informed the committee that spaces are available for the DMMP Citizens Advisory Committee (CAC) fall field trip; the field trip will take place on 10/11 from 9:00 AM to 4:30 PM at the Pearce Creek DMCF in Cecil County, adjacent to the Chesapeake and Delaware Canal. Transportation and lunch will be included, and attendees will learn about the project and see the adjacent area.

Ms. Kestel asked about the social media presence for Masonville related content. Ms. Ashley stated that there is a Masonville Cove website and the Friends of Masonville Cove Facebook page; however, Ms.

Warnick expressed that currently MDOT MPA's social media would be the best place to receive up to date information. Ms. Wilson stated that Captain Trash Wheel has a presence on Facebook, Instagram, and Twitter and posts are often Masonville related. Ms. Wilson distributed stickers with the Captain Trash Wheel social media handles for attendees. Ms. Wilson requested that attendees share with her any suggestions about social media content to be included in Captain Trash Wheel social media.

Mr. Bennett stated that the inaugural National Urban Wildlife Refuge Day took place on 9/29, reminding attendees that Masonville was the first designated Urban Wildlife Refuge Partnership in the nation. The day was established to celebrate what Urban Wildlife Refuges do to connect surrounding areas to nature. Mr. Bennett also extended thanks to the MDOT MPA for continuing to empower all Masonville partners to continue to do conservation and education work at Masonville Cove.

Upcoming Meetings

- DMMP Annual Meeting – November 2, 2018

9.0 Adjournment

The next meeting is in April 2019, date to be determined.