

DRAFT FINAL
SUMMARY OF THE COX CREEK
CITIZENS OVERSIGHT COMMITTEE MEETING
July 8, 2020 5:30 PM
Virtual Meeting

Attendees:

Anne Arundel County Department of Public Works (DPW): Chris Phipps

Anne Arundel County Water Access Committee: Lisa Arrasmith

Cox Creek Citizens Oversight Committee Facilitator: Angie Ashley

Council Fire: Katie Smith

Department of Natural Resources (DNR)/Liaison to Maryland Environmental Trust (MET):
John Chapman

Regina Rochez Consulting Services: Regina Rochez

Hancock's Resolution: Nancy Allred

Marine Trades Association of Maryland: Mike Bonicker

Maryland Department of Transportation Maryland Port Administration (MDOT MPA): Sergio
Adantor, Dave Blazer, Kristen Fidler, Tom Hall, Margie Hamby, Katrina Jones, Holly
Miller, Amanda Peñafiel

Maryland Environmental Service (MES): Dallas Henson, Robert Natarian

North County Land Trust (NCLT): Rebecca Kolberg, Edson Beall

Pasadena Business Association (PBA): Brian Conrad

Resident of Legislative District 31: Gary Gakenheimer

Resident of the Riviera Beach Community: Kelly Hunt

South Baltimore Business Alliance (SBBA): Jim Matters

Action Items:

1. MDOT MPA will notify the Committee when MDE has issued the public notice for the Cox Creek +60' MLLW dike raising wetlands license. *Completed on July 15, 2020.*
2. MES will have A.D. Marble update the Community Enhancement Trail design map to include the pathway to the Swan Creek mitigated wetland beach.
3. The Committee will share any comments regarding the Community Enhancement Trail by August 30, 2020.
4. MDOT MPA will continue to investigate hosting a walk-through of the future site of the Cox Creek Community Enhancement Trail.
5. Ms. Ashley will share the 2020 Innovative and Beneficial Reuse Strategy with the Committee; the strategy can also be viewed here:
<https://drive.google.com/file/d/1RLpu7hoQtQldKNZc316DE8km1AYnobmY/view?usp=sharing>.
6. MDOT MPA will share the +60' MLLW dike rendering posters at the next in-person Cox Creek COC meeting; renderings can also be viewed here:
<https://drive.google.com/drive/folders/1GHj9zdkbVCzmcJI7v2GmxaVic6QsZ1QG?usp=sharing>.
7. A presentation on the Howard Street Tunnel project will be provided at a future COC meeting. *Ongoing*

1.0 Welcome & Introductions

Angie Ashley

Ms. Ashley convened the virtual meeting and introduced all in attendance. Ms. Ashley stated that all meeting materials can be found by following the file share link for the meeting: <https://drive.google.com/drive/folders/1GHj9zdkbVCzmcJI7v2GmxaVic6QsZ1QG?usp=sharing>

Mr. Conrad requested comments on the January 8, 2020 meeting summary; no comments were received. Mr. Conrad requested a motion to approve the January 2020 meeting summary, which was made by Mr. Bonicker and approved by the Committee.

Ms. Ashley informed the Committee that the +60' mean lower low water (MLLW) dike rendering posters that were originally going to be displayed at the April 2020 Cox Creek Citizens Oversight Committee (COC) meeting have been uploaded to the file share at the link above and can also be provided via email upon request. Ms. Ashley added that the renderings will still be displayed at the next in-person Cox Creek COC meeting.

Ms. Fidler introduced Ms. Amanda Peñafiel as the Environmental Permit and Compliance Manager at Maryland Department of Transportation Maryland Port Administration (MDOT MPA) and stated that Ms. Peñafiel manages the various permits pertaining to MDOT MPA mitigation and restoration projects. When Mr. Gannon Price, the prior program manager for the Cox Creek Expansion project, left MDOT MPA earlier this year, Ms. Peñafiel took on the additional role of overseeing the multiple construction efforts underway for the Cox Creek Expansion project. Ms. Fidler thanked Ms. Peñafiel for her impressive ease of transition into this new role while still managing her previous tasks.

2.0 Construction & Mitigation Update

Amanda Peñafiel, MDOT MPA

Construction Update

Ms. Peñafiel provided an update on the Cox Creek Dredged Material Containment Facility (DMCF) expansion project. An aerial photo of the site was displayed for the Committee to outline the base dike widening, upland demolition, innovative reuse staging area, the Operations & Maintenance (O&M) Complex, the Swan Creek mitigated wetland, and the proposed community enhancement trail through the 115-acre Cox Creek conservation easement area, which will be discussed later in this meeting.

Base Dike Widening

Ms. Peñafiel stated that the base dike widening, which will serve as the foundation for the future +60' MLLW dike raising, is currently under construction using material excavated from the onsite borrow area. The base dike, when completed, will be at an elevation of +36' MLLW and will be approximately 200' wide. To-date, the base dike elevation has been completed to +28' MLLW and Lift 2, which will bring the base dike up to +30' MLLW, is half-way completed. Lift 3, the final lift, will bring the base dike up to +36' MLLW and is currently expected to be completed in

February 2021. Aerial photographs of the base dike widening project and borrow area excavation were displayed for the Committee.

Mr. Chapman inquired about the end-use of the borrow area. Ms. Miller responded that the borrow area will become a part of the DMCF to provide additional capacity for dredged material placement. Ms. Kolberg inquired about the end-use of the Cox Creek DMCF site. Ms. Fidler responded that MDOT MPA is looking to use the Cox Creek DMCF as the “work horse” for innovative reuse, which would involve the excavation of hundreds of thousands of cubic yards (cy) of material annually per the innovative reuse strategy and long-term goal. Innovative reuse would recover needed capacity, extend the lifespan of the DMCF, and preclude the necessity for a third containment facility in the Baltimore Harbor. Ms. Fidler added that Cox Creek DMCF will continue to be utilized for inflow while MDOT MPA is working to produce a valuable and marketable dredged material product.

Upland Demolition

Ms. Peñafiel informed the Committee that, while the upland demolition contract has been completed, several elements of the Kennecott infrastructure remain and will be removed as a part of the +60’ MLLW dike raising contract. The Kennecott site originally consisted of 26 different building structures. Building 201, the 100,000 square-foot copper casting facility for Kennecott, was built in the 1950’s, 30 years before the use of polychlorinated biphenyls (PCBs) were banned. Therefore, a large portion of the hydraulic equipment operated within the smelting facility utilized PCBs for their electric and heat transfer properties. While preparing the upland site for the +60’ MLLW dike raising, PCBs were detected within the building structure and surrounding soil. MDOT MPA coordinated with the Environmental Protection Agency (EPA) under an approved Remedial Action Plan to safely remediate and demolish the building. The demolition of Building 201 began in September 2018, the superstructure of the building was demolished in May 2019, and the building foundation and surrounding contaminated soil was removed in April 2020. MDOT MPA subcontractor, EA Engineering, submitted the Remediation Closeout Report for EPA acceptance on June 24, 2020 and expects EPA approval by late summer 2020.

+60’ MLLW Dike Raising

Ms. Peñafiel informed the Committee that the design for the +60’ MLLW dike raising has been finalized. The Joint Permit Application was submitted to Maryland Department of the Environment (MDE) on March 12, 2020. The project was advertised for bids by Maryland Environmental Service (MES) on May 4, 2020 with a bid receipt deadline date of June 29, 2020. Dike construction is expected to begin in February 2021, or when all necessary permits are obtained, and is anticipated to be completed in February 2024.

Milestones

Ms. Peñafiel presented a graph depicting the milestones for the Cox Creek DMCF expansion project to the Committee. The O&M Complex was completed in September 2019. The upland soil remediation was completed in October 2019. The upland facilities demolition is expected to be completed in July 2020 as MDOT MPA is awaiting EPA acceptance of the Remediation Closeout Report. The base dike widening is expected to continue through February 2021. The +60’ MLLW dike design and permitting process is expected to be completed in February 2021, after which dike construction will commence.

Mitigation Update

Ms. Peñafiel provided an update regarding mitigation for the +60' MLLW dike raising and expansion project and next steps. The Cox Creek DMCF +60' MLLW dike raising and expansion design was submitted to MDE Dam Safety for review and approval and MDOT MPA has ongoing coordination with regulators regarding the project mitigation requirements. Ms. Peñafiel stated that compensatory mitigation requires the replacement of environmental conditions due to unavoidable loss from a project. Based on known project impacts, the types of compensatory mitigation for the +60' MLLW dike raising and expansion project will include nontidal wetland mitigation and critical area mitigation. Each stage of the +60' MLLW dike raising and expansion project design process considered ways to minimize or avoid impacts to the environment.

Critical Area Impacts

The +60' MLLW dike raising and expansion impacts to critical area equate to approximately four acres. The mitigation requirements for critical area impacts are determined through coordination with the Critical Area Commission. MDOT MPA will be submitting the application for critical area mitigation in July 2020. For critical area permitting, a public notice was posted on November 7, 2019 in the Baltimore Sun Legal Classifieds section and no public comments were received. In the application submittal, MDOT MPA will be proposing to utilize the established critical area bank at Hawkins Point to fulfill the mitigation requirements. Ms. Peñafiel provided photographs of the MDOT MPA-owned Hawkins Point facility. In 2014, the Hawkins Point North Cell was planted with approximately 14.5 acres of trees to be utilized as a mitigation bank for MDOT MPA impacts in the critical area. The Hawkins Point critical area mitigation bank was also utilized for the mitigation requirements for the O&M Complex and base dike widening projects. After the deduction of the +60' MLLW dike raising mitigation requirements, approximately 4.5 acres of the Hawkins Point mitigation bank remain.

Nontidal Impacts

The +60' MLLW dike raising and expansion impacts to nontidal wetlands equate to approximately 1.16 acres of nontidal wetland impacts and 2.32 acres of nontidal buffer impacts. Ms. Peñafiel stated that the original plan was for nontidal wetland mitigation to occur on-site at Cox Creek, but the proposed areas were needed for stormwater management features. Therefore, MDOT MPA will be proposing an off-site nontidal wetland mitigation in the Gunpowder-Patapsco watershed.

MDOT MPA and MES contracted with Johnson, Mirmiran & Thompson (JMT) to conduct a mitigation site search using their proprietary model. The parameters for the mitigation site search included a location within the Gunpowder-Patapsco watershed, wetland sites only, hydric soils, at least three acres of potential restoration credit, sites without existing easements or forest, sites not zoned for industrial or commercial purposes, and sites within 10 miles of the Cox Creek DMCF. The site search resulted in 6 potential sites for mitigation which fit MDOT MPA's criteria, however, most of the sites were forested, which would require extensive clearing, and the sites were privately-owned which is not conducive to mitigation. To further the site search, MDOT MPA approached Anne Arundel County and the Chesapeake Bay Trust to assist in identification of a viable mitigation site. As no site meeting all requirements was found within a 10-mile radius of the Cox Creek DMCF, JMT proposed one additional site, the Genesee Valley Outdoor Learning Center (GVOLC).

The GVOLC is a 150-acre site in Parkton, Maryland which has a tributary of the Gunpowder River, contains adjacent wetlands and waterways and lacks a significant forest. The GVOLC is a non-profit organization offering education and leadership opportunities and hosts facilities that permit the public to be on site. Ms. Peñafiel stated that the benefits of the GVOLC site include a high-quality wetland mitigation area, integrating and promoting existing outreach and environmental education programs, a high-profile site that would promote continued maintenance and welcome the public, as well as meeting the mitigation technical requirements for the watershed and wetland type. In addition, the site has been vetted, is available for mitigation, and will allow MDOT MPA and the Cox Creek DMCF +60' MLLW dike raising project to proceed on schedule. MDOT MPA submitted the Phase I Mitigation Report: Mitigation for the Cox Creek DMCF +60' MLLW Dike Raising and Expansion to MDE, alongside the Joint Permit Application, outlining the potential wetland restoration and creation at the GVOLC. The proposed plan was shared with the Committee, and includes up to 1.75 acres of wetland creation, 2.02 acres of wetland enhancement, and 2.15 acres of wetland buffer area. Ms. Peñafiel added that there is potentially an opportunity for stream restoration credit at the GVOLC.

Ms. Kolberg asked how far the GVOLC is located from the Cox Creek DMCF. Ms. Peñafiel responded that the GVOLC is located 50 miles from Cox Creek DMCF but is within the Gunpowder-Patapsco watershed and meets all MDE requirements for mitigation. Ms. Kolberg asked why industrial and commercial zoned sites were not considered for mitigation. Ms. Peñafiel responded that it was difficult to locate 3 acres of unfragmented area on industrial and commercial zoned sites and MDOT MPA wanted to avoid any potentially contaminated soils. Ms. Kolberg stated that most of the land in northern Anne Arundel County is industrial or commercial zoned and asked if Baltimore City was contacted regarding potential mitigation at Fort Armistead. Ms. Peñafiel responded that Baltimore City was not contacted regarding Fort Armistead specifically and stated that the mitigation requirements are for nontidal wetland creation, which Fort Armistead may not be an appropriate fit for MDOT MPA's mitigation needs. Ms. Kolberg suggested investigating the Curtis Bay Depot in Glen Burnie, as residents would like a wider buffer zone for Marley and Curtis Creek. Mr. Chapman asked if in-stream restoration could be used for nontidal mitigation and suggested that there may be sites in the Manor Area of Baltimore County within the Gunpowder-Patapsco watershed that may benefit from a restoration project.

Ms. Ashley stated that mitigation at the GVOLC site would keep the +60' MLLW dike raising and expansion project on schedule and that MDOT MPA will capture Ms. Kolberg and Mr. Chapman's ideas for future mitigation needs on other MDOT MPA projects. Ms. Peñafiel and Ms. Fidler concurred with Ms. Ashley's statement and reiterated the time sensitive nature for critical milestones of the Cox Creek +60' MLLW dike raising and expansion project. MDOT MPA tries to meet the needs of the community when investing funds in community enhancement, mitigation, or other related projects. MDOT MPA takes these recommendations, investigates the potential prospects, and shares the recommendations with other MDOT MPA departments that could have similar or comparable mitigation needs. Ms. Fidler thanked Ms. Kolberg and Mr. Chapman for their input as mitigation projects are critical and stated that MDOT MPA will continue to record and revisit these community enhancement project suggestions for future needs.

Next Steps

Ms. Peñafiel stated that the mitigation portion of the wetlands license application was submitted to MDE Tidal and Nontidal on May 18, 2020 and is currently under review by MDE and the United States Army Corps of Engineers (USACE). MDOT MPA is expecting MDE to issue a public notice the week of July 13, 2020 and will notify the Committee upon issuance.

The Phase II mitigation plan preparation is underway and must be completed before any permits can be issued. MDOT MPA is expecting to receive all permits on or before February 2021.

3.0 Community Enhancements & Swan Creek Conservation Easement Trail

Dallas Henson, MES

Community Enhancements

Ms. Henson reminded the Committee of the prioritized list of community enhancement projects formally recommended by the Committee to MDOT MPA for consideration in April 2019. Ms. Henson stated that while funding for the community enhancements is dependent on requirements for mitigation, MDOT MPA has worked to designate project managers and move the top five projects forward. MDOT MPA has appointed Mr. Sergio Adantor as the project manager for the creation of walking trails and associated signs at Cox Creek (Community Enhancement Project 2). To advance this project, MDOT MPA and MES have selected subcontractor, A.D. Marble, for trail and associated signage design support and held the kickoff meeting on January 15, 2020. The design portion of the trail will be conducted in two phases. Phase I, the planning phase, is currently underway and includes site investigations, examining trail options, and the development of a concept trail design based on site mapping. Phase 2 will include the finalization of the trail design, permitting, and preparation of required construction documents, plans and specifications.

The current concept trail design was shown to the Committee and several features were highlighted. Ms. Henson stated that the entrance to the trail will be along Kembo Road across from the O&M Complex. The concept design consists of a complete loop through the Swan Creek Conservation Easement area, with spurs off the main trail to viewpoints near the water. The concept trail also includes boardwalks to allow passage through wet or low-lying areas. Ms. Henson informed the Committee that the concept trail is still under development and stated that MDOT MPA and MES are currently coordinating with A.D. Marble to ensure the trail will accommodate future on-site activities such as bird walks and field trips and potentially include outdoor classroom space along the trail.

Ms. Henson stated that the next steps for the Community Enhancement Trail is for the Committee to share any comments regarding the trail by August 30, 2020. Additionally, MDOT MPA is investigating an opportunity for the Committee to walk the future site of the trail, though this will be dependent on current health and safety standards.

Mr. Chapman asked what materials the surface of the trails will be. Ms. Henson responded that the materials used for the trail construction will be recommended in Phase II of the design. Ms. Henson added that a goal of the project is to utilize materials that will have a minimal impact to the conservation easement area. Mr. Conrad inquired about the timeline for the two phases. Ms. Henson responded that Phase I is expected to be completed by the end of summer 2020 and Phase II is estimated to occur over six months to one year after the completion of Phase I. An exact timeframe will be determined after A.D. Marble has developed the scope of work for Phase II. Ms.

Kolberg stated that the outdoor classroom sounds great and asked if there will be access to the waterfront beach area in the Swan Creek mitigated wetland. Ms. Henson responded that the current concept design includes the trail connecting to the existing gravel road through the Swan Creek mitigated wetland where the beach can be accessed. Ms. Miller added that the beach area will also still be accessible as it was prior to construction activities closing the site to the public. Ms. Kolberg noted that the trail does not extend all the way to the beach in the Swan Creek mitigated wetland. Ms. Peñafiel asked that A.D. Marble update the trail design map to outline access to the Swan Creek mitigated wetland beach. Mr. Conrad suggested the future trail signs include a QR code for the trail map. Ms. Hunt expressed her thanks for the trail project and stated that she looks forward to the completion of the trail, especially the water access.

Ms. Fidler added that due to the current financial situation caused by the COVID-19 pandemic, funding for all MDOT projects is under scrutiny while the fiscal year (FY) 2021 budget is being determined. Ms. Fidler added that the schedule for the trail could change depending on funding availability.

4.0 Harbor Development Update

Kristen Fidler, MDOT MPA

Ms. Fidler thanked the Committee for attending the virtual meeting and providing meaningful feedback and ideas to help MDOT MPA succeed during the COVID-19 pandemic.

MDOT MPA Update

Ms. Fidler informed the Committee that, on July 22, 2020, Mr. William Doyle will be the new Executive Director of MDOT MPA. Ms. Fidler stated that Mr. Doyle was most recently with the Dredging Contractors of America and therefore understands the importance of dredging, the value of opportunities for dredged material reuse, and the need for creative solutions to dredged material management. Ms. Fidler added that Mr. Doyle is also a former Federal Maritime Commissioner and has a background in law, and she looks forward to working with him.

State of the Port

Ms. Fidler stated that the Port of Baltimore has remained open for business despite decreasing cargo shipping trends. The Port has a diverse set of cargo that it supports and a great infrastructure system which has allowed the Port to weather the COVID-19 pandemic moderately well. Ms. Fidler expressed her gratitude for the front-line workers at the terminals as well as the DMCFs and thanked the Port partners, MES, and MDOT MPA teams that are working at the sites every day to maintain MDOT MPA projects and ensure facility operation is continuing smoothly.

Dredging Projects

Ms. Fidler provided an update regarding the USACE North Atlantic Division, Philadelphia District (CENAP) and USACE North Atlantic Division, Baltimore District (CENAB) activities as well as other dredging projects being conducted by the state and private sectors.

USACE

USACE has continued to perform maintenance dredging of the navigation channels, and CENAP is preparing to award the Chesapeake and Delaware (C&D) Canal maintenance dredging contract.

CENAB is in the process of dredging 2.6 million cubic yards (mcy) of material from the York Spit Channel in Virginia waters. The placement of this material will be at the open water Wolf Trap Alternative Placement Site Northern Extension. Recently, CENAB completed dredging and placing 2.2 mcy of material from the Brewerton Eastern Extension and the Tolchester Channel in the Maryland portion of the Bay. The placement for this material will be at the Paul S. Sarbanes Ecosystem Restoration Project at Poplar Island. Additionally, CENAB is actively dredging 700,000 cy of material from the Brewerton Channel and Brewerton Angle within the Baltimore Harbor and placing the material at the Masonville DMCF.

Other Dredging Projects

In anticipation of Maryland Fleet Week, which was scheduled to occur early September 2020, the Masonville DMCF has received approximately 15,000 cy of dredged material from a Baltimore City dredging project. Fleet Week will be held virtually due to health and safety concerns and the Baltimore Airshow has been postponed until 2021.

MDOT MPA is also expecting approximately 200,000 cy of dredged material from Tradepoint Atlantic in August or September 2020. This material could be placed at either the Masonville or Cox Creek DMCF, depending on the status of the base dike widening project at Cox Creek.

Seagirt Berth 3 Deepening Project

Ms. Fidler stated that MDOT MPA is working with Ports America Chesapeake (PAC) on the \$30 million Seagirt Berth 3 deepening project. MDOT MPA is responsible for dredging approximately 450,000 cy while PAC is responsible for the land-side terminal improvements. The dredging for this project is expected to begin in October 2020 and conclude in March 2021.

Seagirt Loop Deepening Study

Ms. Fidler stated that the USACE received \$1.5 million from the FY 2020 Workplan, a funding package separate from the appropriations bill, to perform a feasibility study to investigate deepening the remainder of the Seagirt Loop to -50' MLLW. The feasibility study is a 50/50 cost share between the USACE and MDOT MPA. The cost share agreement is currently undergoing MDOT MPA Legal review. MDOT MPA expects the feasibility study to begin in October 2020 and be completed by October 2023. If the study determines that the deepening project is feasible then the cost share construction project will be 75 Federal/25 State and would need congressional authorization and appropriations. MDOT MPA expects the overall cost of the construction to be approximately \$30 million.

Tronox

Ms. Fidler reminded the Committee of the Tronox-owned property, formally Cristal USA, located adjacent to the Cox Creek DMCF. Ms. Fidler stated that MDOT MPA is still actively pursuing acquisition of the property. Once the property is acquired, and after remediation of the property in compliance with the administrative consent order from MDE, the property will be used to expand the efforts for innovative reuse operations and activities.

Innovative Reuse

Ms. Fidler stated that the 2014 Innovative Reuse and Beneficial Use (IR) Strategy has been updated for 2020, to align with the progress made and lessons learned on the nine action items outlined in

the 2014 IR Strategy. The 2020 Innovative Reuse and Beneficial Use (IR) Strategy can be provided to the Committee and/or presented at a future Cox Creek COC meeting if requested. The next step in the official review process is to present the 2020 IR Strategy at the Dredged Material Management Program (DMMP) Executive Committee for final approval.

Fleming Park

Ms. Fidler stated that MDOT MPA and Turner Station Conservation Teams (TSCT) continue to make progress on the Fleming Park Restoration project. This project includes the first beneficial use application of Harbor Channel dredged material in a shoreline restoration. Ms. Fidler reminded the Committee that TSCT was awarded an MDOT Secretary's Grant in the amount of \$500,000 to support Phase I of the Fleming Park Restoration project. Phase I of the project will include the pre-design investigation through on-shore and off-shore sampling and a full suite of surveys to characterize pre-existing site conditions and address any data gaps; the development of 30% design and engineering plans; development and submittal of a Joint Permit Application; and review of pertinent regulations. Phase I of the project will also include community outreach through educational events, design workshops, and public information meetings. Ms. Fidler informed the Committee that MDE recently approved the pre-investigation sampling plan and that Baltimore County, the property owner, is currently drafting the right-of-entry for the sampling event. Ms. Fidler stated that this is a great example of how community members can galvanize incredible support for a creative and innovative project.

Masonville

Ms. Fidler noted that the Masonville dike raising is ongoing and reminded the Committee that the final dike elevation will be +42' MLLW with a capacity of 10.9 mcy. MDOT MPA completed raising the dike from +10' MLLW to +18' MLLW in April 2020. The design for the +30' dike raising is currently 90% complete. The +30' MLLW dike raising is expected to begin in March 2021.

Gwynns Falls Trash Wheel

Ms. Fidler reported that, the Gwynns Falls Trash Wheel is the last piece of the mitigation package associated with the original Masonville DMCF construction. MDOT MPA is partnering with the Waterfront Partnership (WFP) of Baltimore for the construction of this fourth trash wheel in the Baltimore Harbor. The construction kick-off meeting was held in June 2020 and construction is currently underway. The name of the trash wheel will be voted on publicly after WFP chooses options from the approximately 4,000 submissions. The name is expected to be revealed just prior to installation which is expected in September 2020.

Masonville Cove

Ms. Fidler stated that, for the second year in a row, a pair of Bald Eagles nested at Masonville Cove and both eaglets have recently fledged. A press release will be distributed on July 8, 2020 to announce that access restrictions around the nest are lifted. Ms. Fidler added that the Masonville Cove reopened to the public the week of June 22, 2020 and asked that the Committee check out the new Masonville website, subscribe to the newsletter, and follow Captain Trash Wheel on social media. Ms. Fidler stated that the Living Classrooms Foundation, The National Aquarium, MES, and MDOT MPA outreach team have done a tremendous job to revitalize this community asset as an area of respite for the public. Ms. Arrasmith asked if Masonville Cove will be open during

weekend hours. Ms. Jones responded that Masonville Cove is open from 9 AM to 1 PM on Saturdays, however the Environmental Education Center is currently closed. Ms. Fidler added that, due to the COVID-19 pandemic, increased weekend access cannot occur at this time, but MDOT MPA has not forgotten this stakeholder and public request. Ms. Kolberg agreed that weekend access is important to the public both at Masonville Cove and the future Community Enhancement Trail at Cox Creek.

Ms. Fidler expressed her enthusiasm for the outreach team at Masonville Cove Environmental Education Center who developed creative ways to continue providing educational resources to the students that they would have hosted on-site. Ms. Fidler thanked the MDOT MPA outreach team for quickly developing ways to continue providing community and committee group presentations and distribute newsletters. Ms. Fidler stated that MDOT MPA is developing virtual drone tours for the DMCF sites as a substitute for in-person tours during the COVID-19 pandemic and as an enhanced support tool moving forward. Ms. Fidler welcomed suggestions to improve or develop additional virtual outreach efforts.

5.0 Committee Administration & Open Discussion

Angie Ashley

Ms. Ashley opened the discussion for MDOT MPA, the Committee, and other attendees to provide any additional updates or announcements. Mr. Phipps provided an update regarding the Cox Creek channel dredging. Mr. Phipps stated that the Anne Arundel County Department of Public Works (DPW) will be holding a pre-bid meeting on July 16, 2020 with an expectation to open for bids on August 4, 2020. The Cox Creek channel dredging is expected to begin in October or November 2020. No other members had announcements.

6.0 Upcoming Meetings, Open Discussion, and Adjournment

Angie Ashley

Ms. Ashley reminded the Committee that the next and final Cox Creek COC meeting for 2020 is scheduled for October 14. Ms. Ashley added that the meeting may be held virtually. The 2020 DMMP Annual meeting will be held on November 6.