

SUMMARY OF THE
COX CREEK CITIZENS OVERSIGHT COMMITTEE MEETING
February 23, 2021 - 5:30 PM - Virtual Meeting

Attendees:

Anne Arundel County Department of Public Works (DPW): Chris Phipps
Cox Creek Citizens Oversight Committee (COC) Facilitator: Angie Ashley
Marine Trades Association of Maryland: Mike Bonicker
Maryland Department of Transportation Maryland Port Administration (MDOT MPA): Kristen Fidler, Katrina Jones, Kristen Keene, Holly Miller, Amanda Peñafiel
Maryland Environmental Service (MES): Dallas Henson, Robert Natarian
North County Land Trust (NCLT): Rebecca Kolberg, Edson Beal
Pasadena Sportsfishing Group: Robert Schmidt
Regina Rochez Consulting Services: Regina Rochez
Resident of Legislative District 31 & Chairman of the Cox Creek COC: Gary Gakenheimer
Resident of Legislative District 46: Diane Ingram
Resident of the Riviera Beach Community: Kelly Hunt

Action Items:

1. The Cox Creek COC will be invited to attend the June 2022 Innovative Reuse Committee meeting.
2. The Barren Island infographic will be shared with Mr. Phipps. *(complete)*
3. A Cox Creek site tour will be scheduled prior to either the May 25, 2022 or August 24, 2022 Cox Creek COC meeting. *(complete)*

1.0 Welcome & Introductions

Angie Ashley

All meeting materials can be found at the following link: [2 23 2022 Cox Creek COC Meeting](#). Both the January 13 and October 13, 2021, Cox Creek COC meeting summaries were approved by the Committee with no changes.

**2.0 Cox Creek Expansion
Construction Update**

Amanda Peñafiel, MDOT MPA

Ms. Peñafiel provided an update on the Cox Creek Dredged Material Containment Facility (DMCF) expansion. The +60' mean lower low water (MLLW) dike raising/expansion notice to proceed was issued to contractor, Bowen and Kron Enterprises, Inc. on August 16, 2021. The Cox Creek +60' dike raising and expansion is currently on schedule for May 2024 completion. Major construction activities related to the +60' expansion and the associated timeframes are as follows: erosion and sediment control (ESC) /infrastructure installation – ongoing, began in late September 2021; storm drain piping abandonment - 90% complete; earthwork including undercutting/stockpiling/backfilling – to begin in spring 2022; headwalls, end walls, cross culverts, and armored exterior slope drain construction – ongoing; slurry wall installation and south spillway abandonment – pending; north-south cross dike construction - 80% complete; upland and waterside dike raising – to begin in 2022 with 2023 completion; sediment trap conversions – 2024 completion.

The demolition portion of the +60' is complete. The north-south cross dike, which will separate the existing DMCF and the upland expansion area and provide the area for innovative reuse (IR) and

beneficial use (BU) material processing, is under construction. The north-south cross dike will also enable inflow to occur during the +60' dike raising.

Nontidal Wetland Mitigation

The +60' project will impact approximately 1.16 acres of nontidal wetlands. As detailed in previous meetings, an extensive search for a mitigation site was conducted and MDOT MPA is proceeding with nontidal wetland mitigation at the Genesee Valley Outdoor Learning Center (GVOLC). In October 2021, MDOT MPA submitted the 90% design to the regulators and are expecting feedback in March 2022. Upon design approval for the Genesee Valley project, MDOT MPA expects to receive the wetlands and waterways construction permit, ESC approval, and forest conservation plan approval.

Based on regulatory feedback, next step is updating the design and preparing final 100% plans, specifications, and engineers' estimate in spring 2022. Final regulatory permits should also be fully executed in spring. Board of Public Works approval and easement execution with the GVOLC landowner are expected this summer. The construction portion of the project is expected to be advertised this summer with projected start this fall.

Community Enhancements

Funding for the community enhancement projects is dependent on funding needed for required project mitigation. MDOT MPA moved forward with the top three community enhancement projects, and the remaining projects are subject to appropriations and available fiscal year budgets. MDOT MPA will be investigating alternative funding sources, such as grants, to aid in the advancement of the remaining community enhancement projects. The updated community enhancement project factsheets can be found in the meeting file link: [2 23 2022 Cox Creek COC Meeting](#).

Reserving Capacity

MDOT MPA approved material placement from Anne Arundel County (AAC) Department of Public Works' dredging project, which occurred from November 9 through December 7, 2021 and consisted of placing 2,359 cubic yards of material dredged from the Cox Creek Entrance Channel at MDOT MPA's Hawkins Point Facility. Coordination between MDOT MPA and AAC on sampling plans for upcoming dredging projects for the Magothy River channels and Severn River headwaters have begun.

Walking Trails and Associated Signs

The trail alignment was updated following the feedback received at the October 2021 COC meeting, the December 2, 2021 trail discussion meeting, and a follow-up survey with stakeholders. Trail segments D and F were removed from the design, as there was a consensus that the other segments were preferred. Trail segment J was eliminated from the design after coordination with the US Fish and Wildlife Service (USFWS) determined no construction is allowed within the 330' radius of the existing eagle nests. Trail segment K was realigned to utilize more of the existing gravel road and move it further outside of the 660' eagle nesting zone. Trail segment G was realigned to avoid a fence associated with the +60' project.

Stakeholder feedback suggested interest in the trail use for birding, photography, and hiking. The hours of operation for the trail will follow the hours of operation for the DMCF (7:00 AM to 3:30 PM) with additional weekend and evening hours. Based on feedback, there will be a 1-year pilot to

gauge interest in extended hours for the trail at one night per week and one Saturday per month. Additional feedback provided during stakeholder coordination included installation of benches (current design includes six throughout the trail), safety concerns related to walking over the stone riffle, and renaming the trail, which has since been revised to Swan Creek Nature Trail.

Survey of the updated trail segments occurred in February and ground truthing is scheduled to occur on March 3, 2022 to adjust the trail alignment to avoid impacts to natural resources. Trail signage concepts were presented to the COC, including the signage plan of a trailhead sign, six interpretive signs along the trail, interpretive signs at each of the four classrooms, and wayfinding signs throughout the trail. MDOT MPA was awarded \$83,491 in September 2021 from their MDOT State Highway Administration (SHA) Recreational Trail Program (RTP) grant application, which will aid in funding the walking trail construction. The kickoff meeting for the SHA RTP team was held on November 3, 2021, a Memorandum of Understanding is under development, and coordination to meet National Environmental Policy Act requirements is ongoing. MDOT MPA also applied for a Land and Water Conservation Fund grant in September 2021. The 100% design plans are expected to be completed by February 2023 and construction is anticipated for spring/summer 2023.

3.0 Innovative Reuse and Beneficial Use **IR Research & Development Contracts**

Kristen Keene, MDOT MPA

Award #1 – Belden-Eco Products, LLC (BEP) - MDOT MPA awarded the first contract to BEP for the development of ceramic bricks and permeable pavers using dredged sediment and other materials such as Maryland-sourced fly ash located near Cox Creek DMCF. The final products could serve as a stormwater management solution for the Chesapeake Bay watershed. BEP are preparing the technical report on their products and a presentation will be conducted at the Innovative Reuse Committee (IRC) meeting in early June 2022 and the COC will be invited.

Mr. Phipps inquired about the potential concerns related to using fly ash. Ms. Keene responded that additional testing measures were included in the sampling and analysis plan by Maryland Department of the Environment (MDE) to accommodate the use of fly ash. The products from the projects are required to conduct leachate testing.

Award #2 – Northgate Environmental Management, Inc. (NEM) - NEM is investigating the development of concrete traffic barriers using dredged sediment and development of 3D-printed concrete-like modular shoreline protection structures using dredged sediment. The final products could provide coastal stabilization through wave extenuation and support local transportation projects. NEM is nearing completion of the project and are currently in the process of conducting American Society for Testing and Materials (ASTM) testing for the final products and have begun drafting the technical report. NEM will also be attending the June IRC meeting. The concrete barrier did not meet MDOT SHA specifications during testing, however the modular shoreline protection structures are undergoing testing.

Award #3 – FasTrak Express, Inc.(FTE) - FTE, in collaboration with local partners, is developing a preferred formulation to grow sod using dredged material and mushroom compost. The final product could be used in re-engineered soil, thereby producing an agricultural commodity. FTE has established three test plots at Central Sod in Harford County consisting of a control plot using their typical medium for sod growth, a dredged material and mushroom compost blend plot placed at a depth of six inches, and a plot using a preferred blend identified earlier in the testing process tilled into the soil. These plots are undergoing aerial monitoring for one growing season.

Award #4 – Harford Industrial Minerals, Inc. (HIM)- HIM is developing dry-cast and wet-cast lightweight aggregate utilizing dredged material for uses such as structural concrete and various fill applications. The final product could serve as a local and sustainable alternative to virgin aggregate material from quarries. HIM has received MDE approval for the developed blends and sampling and analysis plan and are launching the production of test dry and wet cast lightweight aggregate.

Award #5 – Susquehanna Concrete Products - Suscon Products is developing general use concrete products such as retainer walls and low compression strength blocks. Suscon has received MDE approval for the sampling and analysis plan and are in the process of launching the production of test concrete products.

Award #6 – CSI Environmental, LLC - CSI is investigating the feasibility of using wet dredged material from the Masonville DMCF in a demonstration project to create upland and shoreline berms using geotextile tubes at the Baltimore Gas and Electric (BGE) Spring Gardens facility. It is anticipated that the berms will enhance resiliency and provide ecological uplift. CSI has submitted the sampling and analysis plan to MDE and recently received revisions. Once approved, CSI will coordinate with Masonville DMCF staff to obtain wet dredged material and begin a pilot project to determine the most efficient polymer formulation prior the full demonstration project.

New IRBU Web tool

The IRBU web tool is a one-stop-shop for information related to the Port's IRBU Program and includes a form to request dredged material from MDOT MPA and can be easily accessed through the <https://maryland-dmmp.com/future-solutions> website. The web tool includes an interactive map that showcases and provides regulatory approvals, data, and photographs associated with completed demonstration projects and will be updated as future projects are conducted. MDOT MPA encourages the Dredged Material Management Program (DMMP) stakeholders to access, utilize, and promote/share the web tool as a resource.

4.0 Harbor Development Update

Kristen Fidler, MDOT MPA

Ms. Fidler discussed the 2021 DMMP accomplishments, including the 20th anniversary of the Dredged Material Management Act, completion of the Poplar Island expansion, appropriation of funding for the Mid-Chesapeake Bay Island Ecosystem Restoration (Mid-Bay) project, restoration of funding for and continuation of the Masonville DMCF dike raising, completion of the Cox Creek DMCF base dike widening and contact award for the +60' dike raising and expansion, completion of the Seagirt Berth 3 dredging, drafting the Seagirt Loop feasibility study, completion of a record-setting demonstration project at Ridgley's Cove, and award of several IR RFP projects. The DMMP 2021 Annual meeting was hosted virtually on December 8, 2021 and was attended by 136 participants representing 79 organizations. Meeting materials from the Annual meeting and virtual exhibit hall can be found on <https://maryland-dmmp.com/annual-meeting>.

Construction related to the Masonville DMCF base dike widening began in January 2022. Once completed the dike will be raised incrementally to +30' MLLW and then +42' MLLW.

The Seagirt Loop feasibility study is underway in partnership with the US Army Corps of Engineers and will investigate the feasibility of deepening the west Seagirt Branch channel to complete the loop. Completion of the loop will benefit terminal operations, improve vessel safety, increase supply chain efficiencies, and improve the Port's competitiveness. This project is one of several

projects to support a 50' deep channel system, including the Seagirt Berth 3 deepening and the Howard Street tunnel heightening. A public meeting to discuss the status of the Seagirt Loop study will be held on February 24, 2022.

The Mid-Bay project entails the restoration of Barren and James Islands. James Island will accept approximately two to three million cubic yards of annual maintenance dredged material from the Maryland portion of the Chesapeake Bay channel system. Permit applications associated with the Mid-Bay project have been submitted and public outreach and stakeholder engagement has been conducted. The final design for Barren Island is underway, and restoration is slated to begin in September 2022. James Island construction is slated to begin in 2024, with inflow received in 2029. For additional information on the Mid-Bay project, the Mid-Bay webinar can be viewed at <https://maryland-dmmp.com/webinars> and a project video can be viewed at <https://maryland-dmmp.com/placement-sites/mid-bay-island>. An open house meeting was held in Dorchester County in November 2021 and an infographic was developed for the Barren Island restoration to quantify the associated environmental benefits such as shoreline protection, erosion reduction, and water quality improvements.

Mr. Phipps inquired about the survey year being used for the James Island dike alignment. Ms. Miller responded that the alignment is based on the size of the island in 1847. Mr. Phipps stated that the AAC DPW have been investigating the restoration of the historic shoreline in AAC and expressed interest in the statistics used for the Barren Island infographic. Ms. Fidler stated that the infographic statistics were developed by the University of Maryland Center for Environmental Science and MDOT MPA would share the document with Mr. Phipps.

To investigate advancements for the Mid-Bay project that enable the project to meet future resiliency concerns, MDOT MPA convened the Mid-Bay Resiliency Working Group. MDOT MPA has been coordinating agencies and partners to prioritize funding for related shallow draft dredging projects as well as local restoration projects near Mid-Bay that could use dredged material.

2022 Recommendations

The 2021 DMMP Annual Report provides 14 key recommendations to guide the DMMP in 2022, including the creation of equitable access to DMMP sites, to intentionally engage urban youth in targeted environmental programs as a pathway to careers in Science, Technology, Engineering, and Math (STEM) and the maritime industry, to engage stakeholders and recruit DMMP committee members that reflect the diversity of the communities adjacent to, and impacted by the Port of Baltimore, and continue to adapt outreach and education programs to align with COVID requirements, and promote the inclusive and meaningful involvement of all people in the implementation of the DMMP.

5.0 Administration and Open Discussion

Angie Ashley

The Committee expressed their interest in a site tour. A tour will be hosted right before either the May 25 or August 24, 2022 Cox Creek COC meeting. Mr. Gakenheimer informed the Committee of his communities' project with BGE to restore approximately 1,000' of shoreline which commenced in February and invited the COC members to tour the project site.

6.0 Upcoming Meetings and Adjournment

Angie Ashley

Ms. Ashley stated that the next Cox Creek COC meetings are scheduled for May 25 and August 24.