FINAL DRAFT
SUMMARY OF THE COX CREEK
CITIZENS OVERSIGHT COMMITTEE MEETING
July 11, 2018 5:30 PM
Orchard Beach Improvement Association
1000 Hilltop Road
Pasadena, MD 21226

Attendees:

Anne Arundel County Water Access Commission: Lisa Arrasmith
Anne Arundel County Executive's Office: Sara Gannon
Anne Arundel County - Department of Public Works: Chris Phipps
Cox Creek Citizens Oversight Committee Facilitator: Angie Ashley
Maryland Department of Transportation Maryland Port Administration (MDOT MPA): Sergio Adantor, Chris Correale, Bertrand Djiki, Kristen Fidler, Katrina Jones, Kristen Keene, Shawn Kiernan, Holly Miller
Maryland Environmental Service (MES): Dallas Henson, Robert Natarian, Chris Williams
Maryland Saltwater Sportfishing Association (MSSA): Donald Heinbuch
North County Land Trust: Bill Jones, Laura Jones
Pasadena Business Association: Brian Conrad
Resident of Legislative District 31: Gary Gakenheimer
South Baltimore Business Alliance (SBBA): Vince Glorioso

Action Items:

- Ms. Ashley will send information packets from the Cox Creek Citizens Oversight Committee (CC COC) meeting to members who were not in attendance (and follow-up with phone calls).
- MDOT MPA staff will review materials submitted by Ms. Arrasmith, Mr. Jones, and Ms. Laura Jones.
- MDOT MPA and MES will update the community enhancement matrix and fact sheets per the CC COC discussion.
- MDOT MPA and MES will continue research on priority projects and begin gathering cost estimates.
- Ms. Ashley will research MSSA status and report findings back to MDOT MPA.
- MDOT MPA and MES will consider adding a Cox Creek Expanded (CCE) van tour prior to the October CC COC meeting.
- The CC COC will prepare for the CC COC chair transition.
- Mr. Kiernan will notify the CC COC when he is contacted by Jeff Fraley regarding the new SBBA representative for CC COC.
- MDOT MPA will potentially participate in the National Night Out on August 7, 2018 at the Earleigh Heights Volunteer Fire Dept.
- Committee members will contact Ms. Ashley about interest in serving as the CC COC chair.

1.0 Welcome & Introductions — Ms. Angie Ashley

Ms. Ashley convened the meeting and welcomed the committee members, asking all in attendance to introduce themselves and the organization they are representing. The previous meeting's

summary was reviewed, and Mr. Glorioso requested a motion to approve, which was made by Ms. Laura Jones and seconded by Mr. Gakenheimer.

2.0 Cox Creek Expanded Update — Mr. Sergio Adantor, MDOT MPA

Overview

Mr. Adantor provided an update on the Cox Creek Expanded (CCE) project. Mr. Adantor highlighted the areas of Cox Creek, including the existing Cox Creek Dredged Material Containment Facility (DMCF), the Maryland Department of Transportation Maryland Port Administration (MDOT MPA) owned property (known as the Upland area), Building 201, the Swan Creek Mitigation area, and the future dike expansion.

An overview of the three phases of the CCE project was provided. The first phase is building demolition. To date, 25 buildings have been demolished, with only Building 201 remaining. The second phase is the construction of the dike to +60' Mean Lower Low Water (MLLW) on the Upland area. The third phase is to elevate the existing DMCF dike to +60' MLLW; future plans include raising the entire dike to +80' MLLW.

A base dike within the existing DMCF will need to be constructed before phase three can begin. Permits were recently obtained from Maryland Department of the Environment (MDE) for the base dike widening allowing MES to begin the process of awarding a contract to proceed with this phase of construction. Concept plans for the +60' MLLW dike raising are currently being reviewed by the Cox Creek Expanded team.

Dike Design & Construction

Bids have been received for the base dike widening construction. The Notice of Award (NOA) and the Notice to Proceed (NTP) are expected to be sent to the awardee in July 2018. Base dike construction is scheduled to begin in the summer of 2018.

Concept plans have been received for the +60' MLLW dike raising, and any comments are being incorporated by the engineering consultant, Moffat and Nichol, into the 30% design plans, which are expected to be completed in July 2018. The 100% design plans are expected in the summer of 2019. Construction is expected to start in the winter of 2020.

Demolition of Building 201

MDOT MPA has been working with the US Environmental Protection Agency (EPA) to develop a strategy for safely remediating and demolishing Building 201. EPA approved the overall remediation strategy in November 2017. MDOT MPA's remedial work plan was submitted to the EPA in April 2018. Final EPA approval has been received and remediation and demolition work on Building 201 are scheduled to begin in the summer or early fall of 2018. MDOT MPA is in negotiations for Building 201 demolition and remediation costs with a subcontractor. Remediation and demolition of Building 201 will require ongoing coordination with MDE and EPA.

Operations & Maintenance Complex (O&M)

The O&M Complex is currently under construction. The construction is expected to take approximately 18 months. The O&M Complex will feature a laboratory, office space, meeting

room, and vehicle maintenance garage. Stormwater management Best Management Practices (BMPs), such as biofiltration and swales, will be constructed for the building.

Upland Site Remediation
Phase I of the Upland soil remediation is complete. Phase I soil remediation resulted in the removal of approximately 33,350 tons of metals and/or oil impacted soil from the Upland.

Phase II of the Upland soil remediation is expected to begin in the fall of 2018. Phase II remediation includes metals and PCB impacted soils in the northwest area of site. There are three locations (SW19, SW28, and Area B) in the northwest area of the site that need further characterization to delineate the areas requiring soil removal for remediation; soil remediation is occurring with MDE coordination. Remediation must be complete before excavation of the Upland borrow area can begin.

Regulatory Coordination
MDE approved a modification to the existing Cox Creek DMCF National Pollutant Discharge Elimination System (NPDES) permit to allow the discharge of groundwater and stormwater from the Upland borrow area through the existing DMCF. The Dam Safety Division Permit was also received from MDE. MDOT MPA is still awaiting the Erosion and Sediment Control (ESC) permit approval from MDE.

The Critical Area Commission approved a mitigation plan for the expected impacts to existing trees and on-site mitigated areas that will occur as part of the initial Upland borrow area for the base dike widening. Future coordination with the Critical Area Commission on additional mitigation will occur when the final borrow area and +60' MLLW dike designs are finalized.

3.0 Cox Creek Expanded Mitigation Update — Holly Miller, MDOT MPA

Ms. Miller provided an update on the CCE mitigation. She reminded the committee that fulfilling the compensatory mitigation requirements is a top priority for MDOT MPA and showed an image of the overall CCE dike footprint to highlight the areas that may be impacted and may require mitigation. Mitigation is required when there is unavoidable loss of a specific environment due to a project; it can include such activities as replacing or enhancing habitat, water quality, air quality, etc.

Though the full extent of mitigation requirements is still being refined, the types of mitigation categories that are most likely to be required are being identified based on the environmental resources that are known to be present. These categories include nontidal mitigation, critical area mitigation, and stormwater mitigation. Design considerations have minimized or avoided impacts to the environment at each stage of the CCE project.

Nontidal Mitigation
Thus far, combined nontidal wetland and buffer impacts for the CCE project are approximately 2.5 acres. The nontidal mitigation requirement is determined through the MDE permitting process and could range from 2.5 – 5 acres depending on type. Mitigation types could include wetland restoration or creation (1:1 credit), wetland enhancement (2:1 - 10:1 credit), wetland preservation

(10:1 credit), wetland buffer enhancement (15:1 credit), wetland buffer preservation (20:1 credit), and out-of-kind (this credit is determined on a case-by-case basis). Mitigation types could include on-site, off-site, or mitigation bank credit purchase.

It is possible that in addition to the nontidal wetland and buffer impacts, there will be additional critical area impacts if the wetland has woody cover present; however, this will be determined through further coordination with both agencies, MDE and the Critical Area Commission.

Critical Area Mitigation

Critical area impacts for the CCE project total approximately 1.5 acres that include seven areas of tree cover located through the project footprint. The mitigation requirement is determined through coordination with the Critical Area Commission and could range from 1.5 – 4.5 acres depending on type. Mitigation type will likely be afforestation (replacement expected for each tree removed within the critical area; replanting to occur within the critical area). Mitigation types could include on-site or off-site, or MDOT MPA Hawkins Point mitigation bank.

Stormwater Impacts

For the CCE project related stormwater management impacts, a total of 43.31 acres of impervious area have been removed or are planned to be removed and approximately 17 acres of new impervious area is possible, resulting in a net credit of over 26 acres of impervious surface removed. Although mitigation is not anticipated due to the net positive balance of impervious surface removed, MDOT MPA continues to communicate with MDE to ensure that the CCE project is meeting regulatory requirements for stormwater management.

Mr. Jones asked whether the impervious area was calculated from the period of time that the copper plant was built and now that MDOT MPA was redeveloping the land, if the project would need to meet the requirement to have no more than 15% impervious area. Ms. Miller stated MDOT MPA follows the stormwater management requirements of the MS4 permit that covers a combination of MDOT MPA sites. The net credit of 26 acres of impervious surface removed accounts for the removal of the copper plant structures and meets the requirement of no more than 15% impervious area. She also explained that under the MS4 permit, MDOT MPA can combine its mitigation needs and fulfillment requirements among different sites with the potential for on-site and off-site stormwater mitigation options.

Mitigation Summary

Previous mitigation for the CCE project includes a total of 4.2 acres of critical area impacts that were satisfied with the Hawkins Point mitigation bank credit purchase. This acreage included 1.7 acres of tree removal for the O&M building construction and 2.5 acres for removing existing tree mitigation areas and tree removal for the borrow area excavation activities. Additionally, tree removal for the O&M building stormwater outfall construction within the critical area will be mitigated by replanting 33 trees on-site in the conservation easement.

For future anticipated mitigation, 1.5 acres will be mitigated for critical area impacts, and 2.5 acres will be mitigated for nontidal wetland impacts.

Ms. Miller noted a potential space for tree planting or nontidal mitigation along the outside of the dike footprint near the railroad. Mr. Conrad asked whether the small space identified would be chosen over another site based on its habitat value. Ms. Miller stated that optimizing habitat value is a large part of the decision when identifying mitigation sites. She also requested that the group consider community enhancement projects that may serve a dual purpose that would satisfy mitigation requirements as well as serving the community.

4.0 Community Enhancements Planning Discussion — Kristen Keene, MDOT MPA

Community Enhancements

Ms. Keene reviewed the community enhancement ideas that were discussed at the previous meeting. She explained to the group that MDOT MPA updated the potential projects based on the previous committee input and discussion, some projects were eliminated, and other projects were consolidated accordingly.

The objective of the discussion at this meeting was to prioritize the remaining projects. As next steps, MDOT MPA will develop engineer's estimates to provide cost ranges for the highest priority projects on the list. As a reminder, the available funding will first be used to satisfy the required mitigation and remaining funds will be dedicated to community enhancements.

Ms. Keene asked the committee for feedback on the site visit to Weinberg Park. Mr. Jones stated that he thought the committee would be visiting Weinberg Park to view a fishing pier, however the group viewed various locations around the park except for the fishing pier. Committee members also discussed the possibility of a parking lot and security improvements at the park. Mr. Jones and Ms. Laura Jones provided MDOT MPA staff an email summary of the Anne Arundel County capital budget for FY19. There is currently no funding for Weinberg Park in the county's budget. They voiced concern regarding the maintenance and security of any improvements made to the park with no dedicated funding source for these services. After some discussion the group concurred that improvements at Weinberg Park should not be further investigated, noting similar access and recreation resources are available nearby at Ft. Smallwood Park.

The committee then prioritized the remaining projects. Mr. Heinbuch suggested that projects in close vicinity to the DMCF should be considered the highest priority. The committee discussed that projects that were or will be funded by the county or other funding sources could be removed from the list, including the living shorelines project. The resulting prioritized list is below.

1. Reserving capacity in the Cox Creek DMCF for Anne Arundel County DPW projects.
2. Dredging and installation of navigation aids in (real) Cox Creek channels.
3. Creation of walking trails and associated onsite trail signage.
4. Osprey platform installations.
5. Public water access including boat launch or boat launch retrofit.
6. Assistance/enhancement with local fishing groups.
7. Bio-filtration installation outreach.
8. Bio-filtration installations (i.e. Algal Flow Way and/or Biohut) in local waterways.

1. Reserving capacity in the Cox Creek DMCF for Anne Arundel County DPW projects:
Placement capacity for dredged material at Cox Creek DMCF is a great value, as it is difficult to find locations for new placement sites due to development and densely populated property adjacent to the Port. Ms. Correale informed the committee that MDOT MPA has discovered there is a $2.00 per cubic yard (cy) minimum tipping fee for Cox Creek that is outlined in the Code of Maryland Regulations (COMAR). The current tipping fee is $21 per cy. Mr. Phipps added that the Cox Creek channel dredged material is slated to be placed at the Anne Arundel County Rock Creek Dredged Material Placement (DMP) site off Water Oak Point Road in Pasadena. Any material that can be placed at the Cox Creek DMCF would save Anne Arundel County placement capacity and maintenance costs, and help reduce truck traffic disturbances to the residential neighborhood. Currently, material is placed in the DMP, allowed to dry, excavated to recover capacity, and transported to a landfill.

2. Dredging and installation of navigation aids in (the real) Cox Creek channels: The group discussed the need for dredging and installation of navigation aids in the Cox Creek Channels. The group discussed the relative benefit to moving this project forward because only one third of the needed navigational aids are present currently. Navigational aids would be determined based on need in consultation with the county.

The county receives 50% of their funding for dredging projects from the Department of Natural Resources (DNR) through the Waterways Improvement Fund and provides the remaining 50% of the necessary funds from the county budget. Dredging projects are prioritized based on the number of beneficiaries (i.e. number of boaters); Cox Creek is eigth on the Anne Arundel County Dredging Projects Priority List. The Cox Creek channel was included in the FY19 grant application to DNR and has been approved. Mr. Phipps informed the group that the estimated volume of material to be dredged from Cox Creek had been updated from 3,000 cy down to 2,000 cy.

When Cox Creek is dredged, the county is responsible for the main channel; private residential waterfront areas are the responsibility of the homeowners. The homeowners work with the dredging contractors individually to identify their dredging needs. Ms. Correale clarified that state funds can only be applied to main channels. The group discussed the estimated cost of dredging the 2,000 cy in Cox Creek at $200,000 for the total project.

3. Creation of walking trails and associated on-site trail signage: This project involves the creation of a walking trail within the existing Cox Creek Forest Conservation Easement Area. The trailhead would begin at the new Cox Creek O&M building. The trail would be open to the public during site operating hours. The project would also include the installation of interpretive signs to be placed on-site along the pathway, as well as additional signs along the roadway alerting the public to the location of the site. CC COC members remain supportive of this project.

4. Osprey platform installations: This project includes recommendations from the United States Fish and Wildlife Service (USFWS) for osprey platform installation locations in the Cox Creek DMCF and Swan Creek mitigation area, in the Fort Smallwood Park area, in the Rock Creek park area, and in the Fort Armistead Park area. The selected location(s) would be near water, with preference given to healthier waterways where ospreys have historically nested.

5. Public water access including boat launch or boat launch retrofit: This project would include the creation of public water access by providing funding towards a public boat launch or retrofit near the Cox Creek DMCF. The group discussed the Anne Arundel County Executive Steven Schuh's initiative for water access for vessels such as kayaks and the potential locations near the Cox Creek DMCF. The group will review the need for additional public water access after costs have been received.

6. Assistance/enhancement with local fishing groups: This project would include providing assistance and/or enhancements to support local fishing and fishing organizations. The project may include the installation of structures to create an artificial reef to enhance fish habitat in the communities near the Cox Creek DMCF. The project may also include the installation of fishing piers on publicly accessible lands.

7. Bio-filtration outreach: This project is associated with the Algal Flow-Way (AFW) that will be constructed by the MDOT MPA Safety, Environmental and Risk Management (SERM) Office after grading and filling of the Hawkins Point South Cell is complete. Construction is expected to begin in 2020. This site would serve as an educational stop associated with guided tours of the Cox Creek DMCF. The committee agreed that the outreach opportunity should be in place prior to funding additional bio-filtration installations to demonstrate the technology to the public.

8. Bio-filtration installations (i.e. AFW and/or Biohut) in local waterways: This project includes installation of an AFW or a Biohut in local waterways. An AFW is a structure that uses surface water to grow algae, which will capture nutrients from the water. A Biohut is an artificial fish nursery meant to be installed on port infrastructures, such as docks, pontoons, or dikes, and provide food and shelter to juvenile fish. These installations require a high level of maintenance.

5.0 Innovative Reuse Demonstration Projects — Ms. Kristen Fidler, MDOT MPA

Ms. Fidler presented an update on the Innovative Reuse (IR) demonstration projects. She explained that in the last year, MDE's IR and Beneficial Use of Dredged Material Guidance Document (the Guidance Document) was finalized giving clear direction on screening dredged material for potential use as a resource in projects requiring sediment. The Guidance Document specifies testing that will determine one of four categories for the sediment, where Category 1 is safe for residential use; Category 2 could safely be used in a variety of applications in commercial industrial settings; Category 3 could be used but would need to be capped; and Category 4 is not appropriate for reuse. The dried dredged material at Cox Creek was characterized as Category 2 material. MDOT MPA is working with several partners to develop demonstration projects that will be executed in the calendar year. The goal of the projects is to execute meaningful demonstration-scale projects that will help further the IR Program. Material will be used on MDOT MPA-owned property as well as other property. MDOT MPA is currently evaluating projects using dried dredged material for alternative daily cover (ADC), engineered fill, a small test nursery, and the development of the Hart-Miller Island (HMI) North Cell.

ADC

The Quarantine Road Landfill (QRL) is utilizing 6,000 cy of dried dredged material from the Cox Creek DMCF stockpiles (A, B1, and B2) for ADC, which will provide an estimated one month's

worth of ADC for QRL. MDE has provided a letter to Baltimore City Department of Public Works (DPW) approving the use of the material for this demonstration project. The approval letter also outlines reporting requirements from the landfill to assess the performance of the dredged material as ADC, a description of any operational issues encountered, photographic documentation illustrating the field manipulation on handling of the ADC, and a description of any modification to the landfill Standard Operating Procedures required in using dredged material as ADC. The letter also states that MDE may consider dredged material for ADC for an extended period based on the landfill's report to MDE after the demonstration project. If dredged material is approved for extended use, the City will be required to amend the landfill's O&M manual to reflect the use of dredged material as ADC.

MDOT MPA and Baltimore City DPW are currently working on the details including timing of activities, amount, duration, and finalizing an agreement for hauling dried dredged material from the Cox Creek DMCF to QRL.

Engineered Fill

MDOT MPA is in the planning stages of building an AFW on the South Cell of Hawkins Point DMCF. Approximately 19,000 cy of material is needed which includes a combination of stockpiled material at Cox Creek and on-site berm material. The Hawkins Point DMCF last received material in 1997. MDOT MPA is looking to officially close the South Cell to construct an AFW. The DMCF is currently dewatering into Thoms Cove and crust management (i.e. material consolidation) is being conducted to close the South Cell. Once the South Cell has been filled and graded, construction of the AFW can begin. Innovative reuse of dredged material from the Cox Creek DMCF will be used for the fill material needed for the grading plan. Current plans involve using approximately 4,000 cy of material from Stockpile D. To get additional material, on-site staff will continue to dry trench material from the Cox Creek DMCF.

Test Nursery

A test nursery located at Cox Creek is using various treatments of dried dredged material to determine the ability of dredged material to sustain growth of grass. The nursery is divided into eight separate plots with 5 inches of material planted with native grass seed, each with a unique treatment using dried dredged material from Stockpile C2, Leafgro®, and Lime with a control treatment of store brand topsoil. Visual observations are recorded weekly. The plots were planted with a grass seed mix and observed weekly since the nursery was completed on October 2, 2017. Observations will continue to be recorded until October 2018. The 100% dredged material and lime plot currently has the highest percent coverage of all the plots, while the 100% dredged material plot without lime has the second highest percent coverage.

Applications of this study will include demonstrating the vegetative integrity for projects such as using the dried dredged material in commercial business parks or along state and county roads to grow vegetation. The dried dredged material used in the study was previously tested for pH, metals, and nutrients. It was designated as Category 2 dredged material with a somewhat neutral pH. It will be tested again after completion of the observations in late summer 2018.

HMI North Cell Pilot Project

Ms. Fidler stated that in the summer of 2017, MDOT MPA partnered with Mahan Rykiel and Associates (MRA) in a collaborative design research program, known as Design with Dredge (DWD), to explore ways in which landscape architecture could reuse and reimage harbor channel material in applications that promote economic sustainability and resilient landscape features, with a shared goal of furthering the IR Program.

Through the DWD process, the team reviewed and synthesized sediment quality data, environmental regulations, DMCF operations, Dredged Material Management Program (DMMP) goals and the challenges of maintaining a 20-year rolling plan for placement capacity, coastal resiliency studies, vegetation reports, and stakeholder input. This detailed and thorough investigation supported the development of conceptual-level designs for innovative and beneficial use solutions in the Baltimore Harbor.

At this time, MDOT MPA is in the early stages of advancing one of the conceptual-level pilot projects at HMI that originated from the DWD Program. The proposed plan is to create micro-landforms that will support a fluctuating hydrologic regime and diverse vegetation structure, thereby resulting in improved soil and water quality conditions. The objective of the plan is to develop a preliminary design development scenario that can be used to further evaluate project phasing and implementation. The goals of the plan are to create a diverse habitat by improving water and soil quality, create upland and wetland habitat, establish upland and wetland vegetation; to optimize project costs by creating a tracking system for operations, maintenance and design costs; and to engage and educate stakeholders to build support for the IR program, using the pilot as an educational opportunity to showcase how dredged material can be used a resource.

The pilot project will be located in the upper northwest corner, a part of the North Cell that has been consistently dry. At approximately 20 acres, the area will be large enough to study and to create viable habitat that is small enough to manage. The location of the pilot project will be near the beach on the northern edge of the outer dike which is readily accessible by people who already visit HMI.

The cost for the pilot project design will be $27,000. Once a preferred design is selected by MDOT MPA, costs will be developed for project implementation phases. The goal is to turn the North Cell and the South Cell over to the Department of Natural Resources (DNR). DNR is still in the process of determining the preferred habitat type for the North Cell.

This pilot is useful because it could be applied to the entire North Cell. It also aligns with the overarching goals of the DMMP by facilitating the management of on-site soil and water quality, promoting educational outreach and stakeholder engagement in a low-cost, constructive framework that incorporates principles from a landscape architectural perspective, and by managing dredged material in innovative ways.

Innovative Reuse Request for Proposals

On behalf of MDOT MPA, MES cancelled the IR Request for Proposals (RFP) on Friday June 22, 2018. Four proposals were submitted, one of which was deemed unresponsive. Though the proposals were encouraging with good ideas and demonstrated the feasibility of innovatively

reusing 500,000 cy of harbor channel dredged material, the proposals were deemed not cost-effective.

In addition to pursuing additional property near the DMCF and advancing the small-scale demonstration projects, MDOT MPA continues working to meet IR strategy action items to explore alternative means of funding and financing for IR and ensure incentives are included and to investigate opportunities to foster research and innovation such as tax credit programs, incubators, and university programs. These efforts could support opportunities that will not only bring jobs to Maryland and increase state revenue, but also sustainably account for a portion of the long-term IR program goal of reusing 500,000 cy/year of dredged material.

Sustainable Management Materials Maryland (SM^3) is a private sector led and supported coalition of businesses from multiple sectors, who are committed to working collaboratively with MDE and other state agencies, and other public sector leaders across Maryland to meet the goals outlined in the Governor's Executive Order of June 2017. The group has established three working groups so far: (1) Materials Marketplace; (2) Innovative Technologies and (3) Metrics & Measures. While discussions will ensue within the framework of these three workgroups, information and results will flow freely among them. Additional work groups will focus on Energy Efficiency, Dredged Material, and Education and Communication – however, these groups are currently on hold pending sufficient progress with the initially defined work groups.

IR progress has been presented to the public in a variety of forms. It has been presented at local conferences; will be featured in a Bay Journal article on the Turner Station/Fleming Park (see link below) thin layer placement conceptual design and potential project; and MDE hosted a landfill public meeting to promote the use of dredged material as ADC and created a calculator tool for landfill operators to assess the possibility for dredged material to be used at landfills. A variety of partners have expressed interest in taking part in innovative reuse. The National Park Service spoke to MDE regarding the possibility of using dried dredged material for agricultural purposes, which may lead to an amendment to the Guidance Document for agricultural use. The Maryland DNR is working on a guidance document for dredged material use and similar related placement projects.

Mr. Gakenheimer inquired if the cancellation of the MDOT MPA IR RFP was related to the cancellation of the IR RFP at Conowingo. Ms. Fidler stated that the projects and their respective cancellations were not linked.

Bay Journal article:
https://www.bayjournal.com/article/fleming_park_could_rise_from_the_weeds_by_dredging_up_spoils_funds

6.0 Committee Administration & Open Discussion — Ms. Angie Ashley

Ms. Katrina Jones thanked Mr. Conrad for including MDOT MPA in the Pasadena Business Association outreach event, where approximately 70 community members were reached. The group suggested that MDOT MPA participate in the National Night Out on August 7, 2018 at the Earleigh Heights Volunteer Fire Dept.

The next CC COC meeting is scheduled for October 10, 2018 at the Riviera Beach Library. Ms. Ashley reminded the committee to notify her if they are unable to attend. Ms. Ashley will ensure comments and opinions of any absent committee members are shared. Meeting minutes, committee news, public comment periods, and MDOT MPA updates are sent out regularly; to receive emails please contact Ms. Ashley.

Ms. Ashley thanked the group for participating in the Annual Meeting survey and noted the feedback provided would help shape the November Annual Meeting.

Ms. Ashley announced that Mr. Glorioso is leaving the CC COC. The committee will work to appoint a new South Baltimore Business Association (SBBA) representative, as well as a new CC COC chair. Ms. Ashley requested any interested members to please contact her.

7.0 Adjournment — Ms. Angie Ashley

Ms. Ashley thanked the committee for their time and reminded them to contact her or MDOT MPA staff with any questions.