

DRAFT FINAL
SUMMARY OF THE COX CREEK
CITIZENS OVERSIGHT COMMITTEE MEETING
January 9, 2019 5:45 PM
Riviera Beach Community Library
1130 Duvall Hwy.
Riviera Beach, MD 21122

Attendees:

Anne Arundel County Water Access Commission: Lisa Arrasmith, Mike Lofton, Larry Velten
Legislative Assistant for Councilman Nathan Volke, District 3: Sara Gannon
Cox Creek Citizens Oversight Committee Facilitator: Angie Ashley
Greater Pasadena Council: Allan Straughan
Marine Trades Association: Mike Bonicker
Maryland Department of Transportation Maryland Port Administration (MDOT MPA): Chris Correale, Bertrand Djiki, Kristen Fidler, Holly Miller, Gannon Price
Maryland Environmental Service (MES): Dallas Henson, Benjamin Langer, Robert Natarian
Pasadena Business Association (PBA): Brian Conrad
Pasadena Sportfishing Group (SFG): Donald Heinbuch
Resident of Legislative District 31: Gary Gakenheimer
Restore Rock Creek: Paul Jendrek
South Baltimore Business Alliance (SBBA): Jim Matters

Action Items:

- MDOT MPA and MES will update the Community Enhancement Fact Sheets based on CC COC discussions and decisions.
 - MDOT MPA and MES will further research the Solley Cove Park and Stoney Creek Park boat ramp projects for the community enhancement projects updates.
- Ms. Keene will follow-up with Mr. Heinbuch to schedule a presentation on dredged material reuse for the Stoney Beach community members.
- Ms. Correale will share the requested information related to the economic benefits of the Seagirt Berth and Loop dredging with the CC COC.
- Ms. Ashley will follow-up with Mr. Straughan about submitting his appointments paperwork. (Complete)
- Ms. Ashley will share the URL to submit the annual Financial Disclosure Statement with the committee when it is available.

1.0 Welcome & Introductions

Angie Ashley

Ms. Ashley convened the meeting and welcomed the committee members, asking all in attendance to introduce themselves and the organization they are representing. Ms. Ashley informed the committee that Mr. Jim Matters has filled the seat previously held by Mr. Vince Glorioso. The October 2018 meeting summary was reviewed, and Mr. Conrad requested a motion to approve, which was made by Mr. Heinbuch and seconded by Mr. Jendrek.

2.0 Cox Creek Expanded Update

Gannon Price, MDOT MPA

Construction Projects

Mr. Price, the Cox Creek Expanded (CCE) Project Manager, reviewed the current on-site projects occurring in support of CCE, which include: the base dike widening within the Cox Creek Dredged Material Containment Facility (DMCF), the +60 feet mean lower low water (MLLW) dike design, the demolition of Building 201, the Operations and Maintenance (O&M) Complex construction, and the continued soil remediation efforts within the Cox Creek Upland.

Base Dike Widening & Borrow Material Excavation

The base dike widening began on schedule in late August 2018. Mr. Price outlined the borrow area within the Cox Creek Upland that is being utilized for material for the base dike construction. To date, approximately 170,000 cubic yards (CY) of material has been excavated from the sediment basin area and used to widen an estimated one-third of the existing dike. Prefabricated vertical drains (PVD)/wick drains will be utilized to remove water and compact the material during base dike construction. Aerial photographs of the sediment basin excavation and base dike widening were shown to the committee.

Dike Design & Construction

The 100% +60 feet MLLW design plans are expected to be developed by summer 2019. Dike construction is anticipated to begin in late 2020. Once completed, the +60 feet MLLW dike construction will provide an estimated 11.3 MCY of additional capacity.

Demolition of Building 201

Over the past two years, the demolition of the remaining copper refinery buildings within the Cox Creek Upland has been completed. The remaining building (Building 201) was originally utilized as the copper casting facility and legacy activities performed within Building 201 have left behind elevated levels of polychlorinated biphenyls (PCBs) and metals. As noted in previous meetings, Maryland Department of Transportation Maryland Port Administration (MDOT MPA) has been working with the US Environmental Protection Agency (EPA) to develop a strategy for safely remediating and demolishing the building. Final EPA approval of the remedial work plan was received in October 2018 and work began in December 2018. Demolition is expected to be completed by summer 2019. Photographs of the Building 201 structural remediation were shown to the committee.

Operations & Maintenance (O&M) Complex

The O&M Complex is currently under construction; the office portion of the building has been enclosed and interior work has begun. Construction of the complex is expected to be completed in September 2019.

Upland Site Remediation

Phase II of the Cox Creek Upland soil remediation is ongoing. Removal of petroleum-impacted soil in two areas, SW-19 and SW-28, will be completed within the week of January 7, 2019. Confirmation sampling in these two areas will then commence to ensure the petroleum-impacted soil has been removed; soil remediation of the two upland areas is expected to be completed by February 2019.

Area B, located in the northwest area of site, was further delineated for impacted soils; the new total soil volume to be removed from the site decreased from an estimated 66,000 tons to 3,500 tons. The Area B remediation will commence once SW-19 and SW-28 have been completed.

3.0 Community Enhancements

Dallas Henson, MES

Community Enhancements

Ms. Henson provided background on the Community Enhancement project and explained that MDOT MPA updated the potential community enhancement projects and associated factsheets based on the previous committee input and discussion as listed:

- 1) The *Dredging and Installation of Navigation Aids in the Cox Creek Channels* project was divided into two separate projects - *Dredging the Cox Creek Channel* and *Installation of Navigation Aids in Cox Creek Channel*;
- 2) The *Enhance Local Fishing* project was divided into three separate projects - *Artificial Reef Installation*, *Fishing Pier Installation*, and *Support for Local Youth Fishing Groups*;
- 3) The *Biofiltration Installations in Local Waterways* project was divided into two separate projects - *Water Quality/Habitat Enhancements in Local Waterways: Low Cost Option* and *Water Quality/Habitat Enhancements in Local Waterways: High Cost Option*. The *Water Quality/Habitat Enhancements in Local Waterways: Low Cost Option* project added the following language - “This project may also include providing Biohuts to citizens who already have water access in the vicinity of the Cox Creek tributary.”
- 4) The *Reserving Placement Capacity in the Cox Creek DMCF for Anne Arundel County Department of Public Works (DPW) Dredging Projects* project added language to clarify the maximum amount of capacity that MDOT MPA can provide to Anne Arundel County dredging projects per year;
- 5) The *Osprey Platform Installations* project added language to clarify the locations of the proposed platform location in consideration of existing eagle nests; and
- 6) The *Support for Local Youth Fishing Groups* project added language to clarify that special considerations will need to be given to the support method for youth fishing groups. Options may include sponsoring a current/existing fishing tournament or league or hosting a youth fishing tournament.

The objective of the discussion at this meeting was to continue prioritizing the remaining projects utilizing the engineering estimates, which provided cost ranges for each of the projects. Mr. Conrad inquired as to the amount of funding MDOT MPA has allocated for community enhancement projects. Ms. Henson responded that available funding will first be used to satisfy the required CCE project mitigation and that remaining funds will be dedicated to community enhancements. Ms. Correale added that MDOT MPA could potentially dedicate between \$1 – 2 million for community enhancements. Mr. Straughan asked how the annual O&M costs factor into the total upfront cost of a project. Ms. Correale responded that the 20-year O&M costs could be included in the upfront costs of a project depending on the project and possible agreements with county and/or private partners. However, this does not have to be the case. For example, the 20-year O&M would not be included in the upfront cost of the *Creation of Walking Trails and Associated Signs* project. Ms. Correale informed the committee that all MDOT MPA Harbor Development funding is obtained through the Capital Transportation Program.

The committee discussed the community enhancements project list in the prioritized order that was agreed upon at the previous meeting and re-prioritized the projects based on the newly provided engineer's estimates.

1. Reserving Placement Capacity in Cox Creek DMCF for Northern Anne Arundel County DPW Dredging Projects: *The project would involve the MDOT MPA providing 20 years of placement capacity within the Cox Creek DMCF for up to 15,000 CY/year of Anne Arundel County DPW North County dredging projects. The cost to MDOT MPA was estimated at \$30,000/year based on an estimated dredging and placement need of 15,000 CY and the minimum state-mandated \$2.00 tipping fee. O&M costs are not applicable for this project as they will be covered within ongoing annual MDOT MPA Cox Creek DMCF operation costs.*

Mr. Heinbuch reminded the committee that this project would provide cost savings to Anne Arundel County. Mr. Straughan added that Anne Arundel County's dredged material containment facilities are near capacity.

The committee agreed to keep this project at priority level 1.

2. Dredging the Cox Creek Channel: *This project will include dredging the channel in the tributary known as Cox Creek. The initial cost of the project was estimated at \$0.00 based on Anne Arundel County awarding \$500,000 to match funding from the Department of Natural Resources (DNR) Water Improvement Fund. O&M costs are not applicable for this project.*

The committee decided to remove this project from the community enhancement project list with a caveat that, should Anne Arundel County fail to allocate funding in the County budget for this project, the committee would like to re-assess this project and its priority.

3. Installation of Navigational Aids in Cox Creek Channels: *The project will include the installation of navigation aids, as necessary, in the tributary known as Cox Creek. The initial cost of the project was estimated at \$3,000. O&M costs for the project were estimated at \$2,000/year.*

Ms. Henson reminded the committee of a previous discussion which indicated that there is only one-third of the required amount of navigation aids in the Cox Creek tributary. Mr. Heinbuch added that the number of navigation aids is now less than one-third as the existing signs are not being maintained.

The committee decided to move this project to priority level 5.

4. Creation of Walking Trails and Associated Signs: *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. It is expected that 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. The initial cost of the project was estimated at \$400,000. O&M costs for the project were estimated at \$30,000/year.*

Mr. Matters expressed his concern with the high O&M cost and asked if the 20-year O&M would need to be supplied upfront for this project. Ms. Correale responded that the O&M costs for this project would be paid annually due to the project being located on MDOT MPA property.

Mr. Conrad asked if MDOT MPA has a mechanism in place to profit from the walking trail. Ms. Correale responded that other than possible economic benefits for local convenience stores and gas stations, MDOT MPA does not have the authority to perform profit generating ventures for this proposed project.

Mr. Matters requested that the project be moved to priority level 2 and the committee approved.

5. Osprey Platform Installations: *This project includes recommendations from the US 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 and at least a one-mile radius away from any existing eagle nests. The initial cost for the project was estimated at \$100,000 based on the installation of 11 osprey platforms. O&M costs for the project were estimated at \$3,500/year based on 11 platforms.*

Ms. Henson informed the committee that two nesting osprey platforms were removed from the project fact sheet due to their location being within a 1-mile radius of existing bald eagle nests. Mr. Gakenheimer inquired as to the current number of osprey platforms located at Cox Creek. Ms. Ashley responded that there are two osprey platforms currently located at Cox Creek.

The committee moved this project to priority level 7.

6. Public Water Access: *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 initial cost for the project was estimated at \$1,400,000. O&M costs were estimated at \$80,000/year.*

Ms. Arrasmith provided the committee with information regarding the current number of boat ramps in Anne Arundel County and surrounding counties and the number of trailered boats per county. Anne Arundel County is home to only four boat launches and 9,506 trailered boats, a ratio far lower than surrounding counties. Ms. Henson informed the committee that Anne Arundel County has awarded \$500,000 for the Solley Cove Park boat launch in matching funds from the DNR Watershed Improvement Fund.

Mr. Straughan expressed his concern regarding the large O&M cost and asked if Anne Arundel County would fund the O&M costs. Ms. Correale responded that Anne Arundel County and MDOT MPA do not currently have an agreement for this project. Mr. Conrad informed the committee that he has learned from Councilman Nathan Volke that Councilwoman Sarah Lacey has expressed her support of MDOT MPA funded boat launches. Ms. Gannon added that Councilman Volke would be performing additional research into this matter before voicing his support.

Ms. Ashley asked if the Solley Cove Park boat launch was fully funded by Anne Arundel County. Ms. Arrasmith responded that she was not certain, but that the project was most likely not fully funded. Mr. Lofton informed the committee that if this project became a county project then the county would fund the O&M costs. Ms. Ashley asked the committee if they wished to supply any funding to the Solley Cove Park boat launch, if Anne Arundel County has not fully funded the project. The committee requested that further research be performed. Mr. Heinbuch requested that the project be separated into *Public Water Access at Stoney Creek Park* and *Public Water Access at Solley Cove Park* and the committee agreed. MDOT MPA and MES will further research the Solley Cove Park and Stoney Creek Park boat ramp projects for the community enhancement projects updates.

Mr. Bonicker requested that the projects be moved to priority level 3 and level 4 and the committee approved.

7. Artificial Reef Installation: *The project would include the installation of structures to create an artificial reef of approximately 5 acres to enhance fish habitat in the communities near the Cox Creek DMCF. The initial cost of the project was estimated at \$300,000. O&M costs were estimated at \$1,000/year.*

Mr. Bonicker requested that the project be moved to priority level 6 and the committee approved.

8. Fishing Pier Installation: *The project would include the installation of a fishing pier(s) on publicly accessible lands. The initial cost of the project was estimated at \$100,000. O&M costs were estimated at \$25,000/year.*

The committee decided to move this project to priority level 8.

9. Support for Local Youth Fishing Groups: *This project would include providing assistance and/or enhancements to support local youth fishing groups. Options may include sponsoring a current fishing tournament or league or hosting a youth fishing tournament. The initial cost of the project is to be determined based on the selected method of support and location. O&M costs are not applicable for this project.*

Ms. Henson asked the committee for additional feedback related to this potential project. Mr. Heinbuch explained to the committee that the Pasadena Sportfishing Group hosts several youth focused fishing events. This project would provide funding for printing materials, fishing supplies, and prizes to assist with these youth fishing events. Mr. Heinbuch added that the Pasadena Sportfishing Group has begun hosting events focused on individuals with disabilities.

The committee decided to keep this project at priority level 9.

10. Biofiltration Installations 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 during MDOT MPA*

tours including those associated with guided tours of the Cox Creek DMCF. The initial cost of this project was estimated at \$40,000. O&M costs were estimated at \$2,500/year.

The committee decided to move this project to priority level 11.

11. Water Quality/Habitat Enhancements in Local Waterways: Low Cost Option: *This project would include the construction and/or installation of a low-cost infrastructure, in local waterways to improve water quality and/or fish habitat. Low cost infrastructures may include Biohuts. 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 low level of maintenance. The initial cost of the project was estimated at \$17,000 based on 35 Biohuts. O&M costs for the project were estimated at \$8,000/year.*

The committee decided to move this project to priority level 10.

12. Water Quality/Habitat Enhancements in Local Waterways: High Cost Option: *This project would include the construction and installation of high-cost biofiltration units, such as an AFW, adjacent to local waterways to improve water quality and/or fish habitat. An AFW is a structure that uses surface water to grow algae, which will capture nutrients from the water. These installations require a high level of maintenance. The initial cost of the project was estimated at \$5,000,000. O&M costs for the project were estimated at \$250,000/year.*

The committee decided to remove this project from the community enhancement project list as the cost for the project would exceed estimated available funding.

The committee agreed upon the following draft list of prioritized projects:

1. Reserving Placement Capacity in Cox Creek DMCF for Northern Anne Arundel County DPW Dredging Projects.
2. Creation of Walking Trails and Associated Signs.
3. Public Water Access at Stoney Creek Park.
4. Public Water Access at Solley Cove Park.
5. Installation of Navigational Aids in Cox Creek Channels.
6. Artificial Reef Installation.
7. Osprey Platform Installations.
8. Fishing Pier Installation.
9. Support for Local Youth Fishing Groups.
10. Water Quality/Habitat Enhancements in Local Waterways: Low Cost Option.
11. Biofiltration Outreach.

The committee intends to review the updated public water access fact sheets and make a final determination on a prioritized list at their April 10, 2019 meeting. This final prioritized list will then be submitted to MDOT MPA.

4.0 Innovative & Beneficial Use

Kristen Fidler, MDOT MPA

Demonstration Projects

Ms. Fidler provided an overview of the Innovative Reuse (IR) and Beneficial Use program. MDOT MPA is currently working with partners to develop several IR demonstration projects to demonstrate the ability to reuse dredged material in a variety of applications. Demonstration projects currently in progress include: alternative daily cover (ADC) at the Quarantine Road Landfill (QRL), a small test nursery at Cox Creek DMCF, engineered fill at the South Cell of Hawkins Point, and habitat development at the North Cell of Hart-Miller Island (HMI).

ADC

MDOT MPA and Baltimore City DPW finalized the agreement for hauling dried dredged material from the Cox Creek DMCF to the QRL. Hauling of the dried dredged material began in October 2018 and is expected to be completed by January 14, 2019. Maryland Department of the Environment (MDE) has approved the use of dried dredged material as ADC at QRL for a period of one year. Based on the material's performance during this trial period, MDE may consider the use of dredged material as ADC for an extended period. 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.

Engineered Fill

MDOT MPA has completed dewatering the Hawkins Point DMCF South Cell. Dried dredged material from Cox Creek as well as on-site berm material will be used as fill in the South Cell. To date, approximately 4,500 CY of material has been hauled to Hawkins Point. Hauling for the additional 500 CY needed for the project is expected to occur on January 14, 2019. Once the site is filled and graded, an AFW will be constructed on-site.

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 vegetative growth. The nursery was established in October 2017 and is divided into seven separate plots; each plot has a unique treatment of dredged material, Leafgro® and/or lime, and a control plot of store brand topsoil. The plots have been observed weekly for approximately one growing season since inception. Observations show that the 100% dredged material and lime plot had the highest percent vegetation coverage of all the plots, while the 100% dredged material plot without lime had the second highest percent coverage.

Soil and grass samples were collected and analyzed for metals and nutrient content, the soil results will be compared to samples that were collected at the onset of the study. MES is currently processing the data.

Habitat Development

The Hart-Miller Island (HMI) North Cell habitat development began as a concept developed by interns participating in the Design with Dredge program, for which MDOT MPA partnered with Mahan Rykiel Associates (MRA). MDOT MPA has advanced the project and MRA has completed the conceptual design. MDOT MPA and MES are currently developing a project monitoring plan and construction schedule. Construction is expected to begin in early spring 2019 and will be followed by three years of monitoring and adaptive management. The pilot project will be approximately 23 acres and located in the northwest corner of the HMI North Cell. This

area was selected as it has remained consistently dry over the years; the location is near an area that is already accessible by the public through the Maryland DNR park; and will be large enough to create a viable habitat, but small enough to effectively manage and study. The project goals include creating diverse habitat, engaging and educating the public, and minimizing operational and maintenance costs in the North Cell.

Three landform typologies were developed for this project, each of which will be reproduced seven times (one control and six treatments for each type) for a total of 21 landforms. 1) Basic Mound: a simple landform consisting of a single large mound. 2) Surface Mound: a simple landform consisting of multiple mounds of varying sizes to increase surface area. 3) Habitat Mound: consisting of readily available habitat features, such as rock structures and interior vernal pools. These three distinct mounds were developed to 1) accelerate sediment ripening, which is the transformation of marine sediments to terrestrial soil; 2) create a diverse habitat; and 3) mitigate or reduce the invasion of *Phragmites australis*. To study the effectiveness and cost of habitat establishment in each of these landform types over time, control and treatment options for each landform type will be constructed and monitored. Each of these three landforms would have one control and six treatment mounds. Treatments would be applied at initiation, one year, and two years, and could include soil amendments such as lime, biochar, compost, and vegetation planting. A diagram of the proposed mounds was showed to the committee.

The mounds will be monitored and adaptively managed over a three year period for 1) Soil Ripening: visual assessment of the soil for the presence of cracks and color, pH sampling, and core collection to test for the presence of microbes and roots; 2) Habitat: survey of plant diversity and abundance, survey of animal diversity and abundance, and survey of *Phragmites australis* presence and abundance; and 3) Structure: assessment of mound structure/stability via annual topographic surveys.

MDOT State Highway Administration (SHA) Coordination

Ms. Fidler stated that MDOT MPA has been working with the MDOT State Highway Administration (SHA) regarding the revision of their 920 - Furnished Topsoil Specification. The harmful materials provision of the 920 Specification previously stated, "Topsoil shall not contain substances in concentrations that are harmful to human health, water quality, or plant growth. Industrial waste such as ash, slag, raw sludge, dredge spoil, or similar materials shall not be soil components." MDOT SHA revised the 920 - Furnished Topsoil Specification by removing the words "dredge spoil" from the harmful materials provision. By removing the term "dredge spoils" it detaches the long-standing stigma associated with dredged material and sends a positive signal to industry and other state agencies. The revision contributes to Governor Hogan's Waste Reduction and Resource Recovery Executive Order, which specifically calls for the reuse of dredged material. Additionally, the revision allows for the reuse of dredged material from all sources, including sediment from behind Conowingo Dam and freshwater lakes. MDOT SHA specifications are the gold standard used across the state not only by MDOT SHA, but by local and county road departments and contractors/developers on a myriad of development projects. This change thereby allows for vast reuse potential.

Mr. Heinbuch reminded the committee of his request to use dredged material to restore the Stoney Beach shoreline that he discussed at the previous COC meeting. Ms. Fidler stated that she or Ms. Kristen Keene would contact Mr. Heinbuch to present at a Stoney Beach community meeting.

5.0 Harbor Development Update

Chris Correale, MDOT MPA

Ms. Correale presented updates on both the Masonville DMCF and additional dredging needs within the Port of Baltimore.

Masonville DMCF Dike Raising

The Masonville DMCF dike raising to +18 feet MLLW began in December 2018 and is expected to be completed within one year. The final dike elevation for Masonville was designed for +42 feet MLLW.

Seagirt Berth & Loop 50-foot Dredging

A second 50-foot berth is needed at the Port of Baltimore. MDOT MPA is in the process of preparing a permit application for submittal to United States Army Corps of Engineers (USACE) and MDE. The berth is expected to be online by late 2020. This project will require approximately 450,000 CY of dredging. This will widen the berth and promote continued cargo growth in the Port, allowing a ship to easily turn around. Ports America Chesapeake (PAC) is investing \$18,400,000 to the project to dredge the berth area closest to the shoreline and install a toe wall. MDOT MPA, in conjunction with PAC, received a United States Department of Transportation (USDOT) Better Utilizing Investments to Leverage Development (BUILD) grant for \$6,555,000.

The second part of the project is to work with USACE on a feasibility study to deepen the remainder of the Seagirt loop to -50 feet MLLW, which is expected to take 8 to 12 years. The USACE would fund 50% of the study and design cost and 90% of the dredging cost. Mr. Straughan inquired as to the economic benefit of this project. Ms. Correale responded that she would provide the economic benefit information to the committee.

Annual Report Recommendations

Ms. Correale provided the 2019 recommendations from the Dredged Material Management Program (DMMP) Annual Report to the committee. The recommendations relevant to the Cox Creek COC are: implementing the CCE project on MDOT MPA-owned property and pursuing acquisition of the Cristal USA property for CCE Stage II.

6.0 Committee Administration

Ms. Angie Ashley

Ms. Ashley reminded the committee members to re-apply for appointments if they wish to do so. Mr. Straughan noted that he received correspondence regarding the reappointments but has yet to respond. Ms. Ashley stated that she would follow-up with Mr. Straughan with respect to submitting his appointments paperwork.

Ms. Ashley asked the committee if they want printed copies of the meeting materials provided at future meetings. The Committee voted to keep receiving printed materials.

Mr. Straughan inquired about the annual Financial Disclosure Statement. Ms. Ashley responded that the 2018 annual Financial Disclosure Statement must be submitted online by April 30, 2019. Ms. Ashley will share the URL to submit the annual Financial Disclosure Statement with the committee when it is available.

7.0 Upcoming Meetings, Open Discussion, and Adjournment Ms. Angie Ashley

Ms. Ashley stated that the next CC COC is on April 10, 2019 and will begin with a van tour of the Cox Creek site. The van will pick up the committee at 4:30pm outside of the Riviera Beach Library.