

**FINAL DRAFT
SUMMARY FOR THE HARBOR TEAM MEETING
April 26, 2018; 6:00 PM
2200 Broening Highway
Baltimore, MD**

Attendees:

Anchor QEA: Karin Olsen, Mark Reemts
ASR Group – Domino Sugar: Gary Lasako
Baltimore County Economic and Workforce Development: Rick Johnson
Baltimore County Environmental Protection and Sustainability: David Riter
Baltimore Port Alliance: Rupert Denney
Blue Water Baltimore: Alice Volpitta
Council Fire: George Chmael
EcoLogix Group: Steve Pattison
Greater Dundalk Alliance: Russell Donnelly
Leaders Helping Leaders 7th District Civic Council: Kathy Labuda, Scott Pappas
Living Classrooms Foundation: Lorraine Warnick
Maryland Environmental Service (MES): Jeff Halka, Christine Holmburg, Melissa Slatnick
Maryland Department of Transportation Maryland Port Administration (MDOT MPA): Dave Bibo, Chris Correale, Bertrand Djiki, Kristen Fidler, Katrina Jones, Kristen Keene, Holly Miller, John Vasina
Moffat & Nichol: Pete Kotulak
North Point Peninsula Council: Fran Taylor
Pasadena Business Association: Rebecca Kolberg
South Baltimore Business Alliance: Mike McGeady
State Senate: Senator Johnny Salling
Tradepoint Atlantic: Pete Haid
Turner Station Conservation: Gloria Nelson
University of Maryland Center for Environmental Science: Elizabeth Price
U.S. Army Corps of Engineers (USACE): Graham McAllister
W.R. Grace: Mark Galloway

Action Items:

- 1.) Holly Miller to provide to Russ Donnelly the monitoring data from the CAD Pilot Project.
- 2.) Holly Miller to provide to Scott Pappas the cost/cubic yard for the material managed as part of the CAD Pilot Project.
- 3.) Kristen Keene to provide the cost estimate to Mike McGeady of the Algal Flow-Way System.

Statements for the Record:

- 1.) None.

1.0 Welcome & Introductions

Mr. Steve Pattison

Mr. Pattison welcomed the attendees and everyone introduced themselves. Senator Salling thanked the Harbor Team for their continued work and encouraged the continuation of the program, which is of great benefit to the State of Maryland.

2.0 Approval of Summary from Last Meeting

Team

The Harbor Team approved the January 26 meeting summary as written.

3.0 DMMP Planning Capacity

Ms. Chris Correale, MDOT MPA

Ms. Correale stated that the Maryland Department of Transportation Maryland Port Administration (MDOT MPA) prepares an annual report which gives the agency tasks or recommendations to follow. One of those recommendations is to conduct future capacity planning; the most recent report is from fiscal year 2017 (FY17). The goal was to challenge the current assumptions, which were capacity numbers which had been used since 2007. While some areas of dredged material sources increased in amounts expected, the overall demand of dredged material capacity expected for dredging projects has decreased based on the new conservative assumptions. The previous numbers for Chesapeake and Delaware (C&D) Canal expected dredged material were developed during a time when the standard operating procedure was to conduct advanced maintenance dredging, which is dredging deeper than the authorized depth to allow more time between dredging events. Advanced maintenance dredging is no longer a prevalent occurrence within the US Army Corps of Engineers (USACE) and therefore there is a decrease in expected material to be dredged from the C&D Canal. An increase in dredged material from the Maryland Bay channels is due to the planned 50-foot widening project outside of the North Point/Rock Point line. The Harbor Channels increase in expected dredged material is due to potential new projects. The Virginia Bay Channels projection has also increased due to the planned 50-foot widening project.

For the projected Baltimore Harbor new work, the jobs which were most likely to be conducted at the time the capacity report was made were the most likely candidates for new work dredging. One of the jobs is the Seagirt Loop widening and deepening. Currently Seagirt has a single 50 ft. berth where ships have to back out, which is a safety concern; the new project would create a loop. The US Coast Guard has requested the deepening of Curtis Bay; the pilots have requested the deepening of the anchorages in front of Seagirt. One of the assumptions made at the time of the capacity report was that the 50 ft. deepening project would occur within the Harbor; this is no longer the case. The total new work estimate is 11.7 million cubic yards (mcy) over a 20-year period, which is approximately 600,000 cy of dredged material a year.

Regarding capacity supply and demand, Masonville was originally expected to have 14 mcy of capacity, but there will actually be 11 mcy. This is partially due to removal of the Kurt Iron Slip (KIS) which required extremely costly dike construction for a small amount of capacity. MDOT MPA chose to convert the KIS in to terminal space which lost 1.2 mcy of capacity. The new dike alignment at the Masonville berth removed 200,000 cy of capacity, the dike raising removed 300,000 cy of capacity due to the change in volume of the material needed to build the dike, and 800,000 cy was removed from capacity due to the change in volume occupied by the dredged material. The original volume occupied factor was based on observations at Hart-Miller Island (HMI), but now data is also available from Cox Creek and the volume occupied numbers are different between the two sites.

Mr. Donnelly asked if there were differences in the rate of fill between HMI and Cox Creek that could be the cause of the differing volume occupied factors. Ms. Correale replied that the placement of dredged material and the amount of new work vary each year. Mr. Taylor asked if the volume occupied can change over time. Ms. Correale replied that at HMI the volume occupied have remained consistent; the same is expected for Cox Creek.

Thus far, 1.5 mcy has been placed in the Masonville DMCF. The site will have 9.5 mcy of capacity once the dikes have been constructed to an elevation of +42 ft. Mean Lower Low Water (MLLW). Based on calculations, the existing Cox Creek DMCF has increased total capacity by 400,000 cy to 6.4 mcy; the current remaining capacity is 3.7 mcy. By expanding the Cox Creek DMCF onto the MDOT MPA upland property and raising the dikes, 12.5 mcy of new capacity was originally expected; that number was reduced to 10.6 mcy due to the base dike construction which supports raising the dikes to +60 ft. MLLW and to +80 ft. MLLW. The previous expected cumulative capacity for Harbor Channels dredged material was 32.5 mcy, which has been updated to 28 mcy. The available capacity supply for Harbor Channel material is now estimated at 23.8 mcy over a 20-year period, leaving a surplus of 0.8 mcy when compared to the 20-year dredging demand. The channels outside of the harbor have enough capacity due to the Poplar Island expansion, Mid-Bay project, Virginia's open water placement and ocean placement, and the reopening of Pearce Creek DMCF for C&D Canal and approaches material. Within the Harbor, there are still placement challenges due to the limited amount of extra capacity.

MDOT MPA still faces challenges in the DMMP. Excess capacity for material from the Maryland Bay channels is dependent on the Mid-Bay project proceeding; MDOT MPA is working with elected officials to fund the project. MDOT MPA will need to optimize capacity at Cox Creek and Masonville, prevent Mid-Bay from being deauthorized, obtain funding for the Poplar construction and Mid-Bay designs, and resolve the crab issues in the Virginia channels to ensure sufficient capacity. Continued Harbor Team and other stakeholder support is also needed.

In conclusion, MDOT MPA has a 20-year plan that is coupled with sound planning estimates. The numbers used for reflecting capacity are conservative. MDOT MPA had originally included the 50-ft Harbor channel widening in the capacity calculations, which is no longer occurring. MDOT MPA does not consider the Cristal property adjacent to Cox Creek DMCF, Confined Aquatic Disposal (CAD), or the potential capacity to be gained from Innovative Reuse (IR) in the updated calculations, which would increase capacity availability.

Mr. Taylor asked if the future planning capacity worksheet will be updated. Ms. Correale stated that modeling will be conducted on an annual basis; the modeling is used to ensure that no overages occur at the DMCFs, especially while dike raising is occurring, to accommodate maintenance dredging and any private maintenance dredging which has been requested. Private dredging requests are limited to inflow of 200,000 cy at a time. For example, if a private entity wanted to place one million cubic yards of dredged material in one of MPA's DMCFs, MPA would limit that 200,000 cubic yards per year over a 5 years to prevent overtopping of dikes during dike raising.

Ms. Labuda asked for an elaboration on the crabbing issue in Virginia. Ms. Correale replied that the USACE uses a hopper to dredge material, which is placed in to the Wolf Trap Alternate

Placement Site. The USACE cannot use a hopper dredge in the warmer months because it is detrimental to sea turtles; therefore, the USACE has dredged in the winter. At the Wolf Trap Alternate Placement Site, overwintering female crabs are present, and there are concerns from the scientific community regarding impacts to the crab populations as well as the watermen who used to be allowed to conduct winter dredging for crabs. Mr. McAllister stated that in the York Spit the dredging equipment will switch from a hopper dredge to a mechanical dredge, which is not detrimental to sea turtles and can be used in warmer months, eliminating the chance of placing dredged material over overwintering female crabs. Ms. Correale stated that MDOT MPA is working with Virginia agencies to address the issue.

Ms. Kolberg asked for an explanation of the decline in the quantity of harbor state and private dredging. Ms. Correale stated that most of the new work projects in the harbor will likely be federally authorized work. Current harbor capacity calculations only include state and private maintenance dredging; no new state or private work is expected. Ms. Kolberg asked whether the federal government would pay for an expansion of Tradepoint Atlantic's dredging need. Ms. Correale replied that Tradepoint Atlantic is not expanding; additionally, Tradepoint Atlantic is not eligible for any Corps of Engineers funding since it is considered a single property owner. Tradepoint has only applied to the USACE for maintenance dredging, not new work. Mr. Haid confirmed that Tradepoint Atlantic work is maintenance dredging only.

Ms. Labuda asked for an explanation regarding preventing Mid-Bay deauthorization. Ms. Correale explained that federal projects are authorized under federal law by the US Congress under the Water Resources Development Act. Currently, the rules state that once a project is authorized, unless a construction contract is applied within seven years, the project becomes deauthorized. It is difficult to obtain authorization so MDOT MPA wants to prevent the loss of the authorization; the sunset date is June 10, 2021. The project is in the political realm; the USACE Dredge Material Management Program, which includes Mid-Bay, has been approved through the Assistant Secretary of the Army for Civil Works. The Mid-Bay project is currently under review at the federal Office of Management and Budget (OMB). In order for the USACE to budget the project, the OMB must clear it for budgeting.

4.0 Confined Aquatic Disposal (CAD) Pilot Project Ms. Holly Miller, MDOT MPA
Ms. Miller provided an update on Confined Aquatic Disposal (CAD) and the post-placement monitoring results. As background, the pilot project was conducted on the recommendation from the Harbor Team to identify the feasibility of the project as a management option. Ms. Miller thanked the collaborative efforts of the USACE, regulatory agencies, MDOT MPA terminal operations, the Maryland Pilots, and all of the stakeholders. Construction occurred in September and October 2016. During that period 130,000 cy of sand material was removed from the CAD cell location and placed into the Kurt Iron Slip (KIS) at Masonville. Over a seven day period in February 2017, 62,000 cy of maintenance material, dredged from the Ferry Bar Channel, were placed in the excavated cell. The monitoring plan included four phases, all of which are now complete. Phases I & II were pre-placement monitoring, Phase III was placement monitoring, and Phase IV was post-placement monitoring.

Post-placement monitoring included hydrographic surveys, taken over 12 months to document the rates of the sediment elevation changes in the CAD cell and the vessel slip. Ms. Miller noted that

two additional survey events were added; one was added at two months post-placement to document the elevation at early stages, and the other was added at 11 months post-placement because scouring was identified. Overall, there was about 5-7 feet of consolidation of the sediment with slight differences over the cell due to different sediment types and beginning elevations. During filling there was slight overfilling but the area the material had migrated to has reverted back to its original conditions. A spot of scouring in the CAD cell was noticed at the nine-month survey. At the 11-month survey the scour depth did not increase but it lengthened and widened. No definitive cause was determined, but the scouring was likely caused by propeller wash. The 12-month survey showed the scour spot had stabilized, but MDOT MPA will continue to monitor the area quarterly.

Ms. Labuda asked what the cause of the scouring was. Ms. Miller stated that the most likely cause was from propeller wash and bow thrusters churning up the sediment during ship movement in the berth. Mr. Donnelly asked if groundwater flowing underneath the area could be the cause. Ms. Miller stated that groundwater monitoring was conducted prior to placement and there was no groundwater in that area. Ms. Kolberg asked if there was a cap. Ms. Miller replied that there was no cap and that only the placed sediment has scoured. Mr. Denney stated, regarding propeller wash, that the ships are docked stern first and to move the large ship it requires the ship's power as well as tug assistance. The ship "squats" as it starts moving with the propeller down. In response to a question from Russ Donnelly, Rupert indicated the ships have 100-ton bollards.

Ms. Miller stated that the construction of the cell and placement of material were successful. Nutrient and turbidity monitoring were also successful; there was low turbidity and the results were within tolerances. The primary storage of CAD is effective. There was limited scouring, but the area appears to be stabilizing. Mr. Donnelly recommended placing a CAD cell in places other than under ship docks.

Ms. Miller summarized the key takeaways of the project. Locations within areas of high ship traffic are challenging for design and implementation. Costs are increased, construction is difficult and there is an increase in potential for sediment movement which may cause a need for engineering controls in the future for CAD sites. Onsite project oversight of construction and placement operations are necessary. MDOT MPA needs a better understanding of the daily surveys to monitor the potential for overfilling. Also, close coordination with multiple stakeholders is very critical. Mr. Donnelly asked how future projects would accommodate for contamination in the areas where the CAD cells are planned. Ms. Miller stated that the sediment to be dredged from the areas selected for CAD will be monitored in the planning phase. Mr. Donnelly asked what would happen if the material could not be moved. Ms. Miller stated that the sites have not been selected and those issues would be addressed during planning.

Next steps include continuing to monitor the CAD site quarterly to ensure the scour area has stabilized, updating the DMMP committees on the results, evaluating the lessons learned to determine if CAD is feasible at other locations within the Harbor, and beginning agency and stakeholder coordination to evaluate the future of CAD in the harbor. Ms. Volpitta stated that one of Blue Water Baltimore's long-term water quality solutions is monitoring the outlet of the Patapsco River, which is becoming filled with sediment. Ms. Volpitta asked if the CAD project was exacerbating the issue. Ms. Miller replied that the project is located too far away and would

not impact the sedimentation of that area. Mr. McGeady asked if migration of the overflow material was the cause of the scour. Ms. Miller replied that the overflow was noticed directly after the filling of the CAD cell. The scour spot was not noticed until the 9-month survey and is not believed to be caused by the overflowing. Ms. Kolberg asked about Maryland Department of the Environment (MDE) feedback. Ms. Miller stated that MDE has not expressed concern with the results. Ms. Miller reminded the group that this was a pilot project to see what would happen if a project was implemented.

Mr. Donnelly asked how many tugs it takes to move docked ships. Mr. Denney replied that 2-3 tugs are normally used to move the ships. Mr. Denney stated that once the ships are started not as much power is needed. As such, it may not be ideal to place CAD cells in the locations that ships would need to begin moving. Mr. Haid asked how economical the project was. Ms. Miller stated that the sand removed from the area of the CAD cell was construction grade and could be used in the KIS. This was a cost savings as it prevented the need to purchase sand for the KIS project. Ms. Correale stated that at this point in time the project is not economical due to the handling required. The overburden (silty top layer) must be taken to a DMCF, while the sandy material must be separated out. Mr. Donnelly asked if the pre-analysis and monitoring information was public. Ms. Miller replied that it was and will provide this information. Mr. Halka stated that for the future, CAD cells may possibly go in to the shipping channels. Mr. Pappas asked how much the material cost per cubic yard. Ms. Correale stated that it was a large cost. Ms. Miller will provide the cost per cubic yard.

5.0 Innovative & Beneficial Use Progress Report Ms. Kristen Keene, MDOT MPA

Ms. Keene briefly reviewed the upcoming and ongoing Innovative Reuse (IR) demonstration projects. The objective of the IR Request for Proposals (RFP) is to recover placement capacity in the Cox Creek DMCF. MDOT MPA will be tasking a successful offeror with excavating 500,000 cy of material from the Cox Creek DMCF, dewatering it, characterizing it, and transporting it offsite for IR projects over a period of five years. The RFP was issued December 29, 2017, proposals were submitted March 20, 2018, and MDOT MPA is anticipating contract award in May with Notice to Proceed in June. At this time, the Technical Evaluation Committee is reviewing the technical and price proposals.

MDOT MPA is working with several partners to execute meaningful demonstration projects with the goal of furthering the IR program. For alternative daily cover (ADC), MDE has approved the use of 3 stockpiles (approximately 6,000 cy of material) for use as ADC at the Quarantine Road landfill. MDOT MPA is working with the Baltimore City Department of Public Works to finalize an agreement for hauling the dried material from Cox Creek to the landfill location. The ADC demonstration project will run for one year from the landfill's first receipt of material. A test nursery was established at Cox Creek in October 2017; weekly observations will continue until fall 2018 to encompass a full growing season. The eight test plots include a variety of treatments (i.e. lime, Leafgro, dried dredged material, and a control plot of topsoil). Ms. Keene reminded the Harbor Team that the test plot performing the best is the dredged material and lime mixture. The second best performing test plot is the 100% dredged material. Finally, dried dredged material from the Cox Creek DMCF will be used as engineered fill in the development of the Hawkins Point south cell. Mr. Donnelly asked if the plantings were going to be expanded beyond grass. Ms. Keene stated that other plant species could be explored in the future.

Ms. Keene elaborated on the details of the Hawkins Point south cell development project, explaining that the project involves the use of IR material from the Cox Creek DMCF to fill/grade the site in preparation for the construction of an Algal Flow-way (AFW). This is a unique project because it is a collaborative effort between the MDOT MPA'S offices of Harbor Development and Safety, Environmental, and Risk Management (SERM). Wet dredged material is being removed from an active DMCF, dewatered, dried, and placed as fill in an inactive DMCF for development purposes. This project allows for close coordination with MDE as the team goes through the exercise of utilizing the regulatory guidance document to obtain a better understanding of the IR process. Current activities include dewatering, geotechnical investigations, developing a grading and filling plan using the IR material, and designing the AFW. Construction of an AFW will be the end use for the south cell of Hawkins Point.

Currently, Maryland Environmental Service (MES) is dewatering the Hawkins Point south cell via perimeter and cross trenching. Regarding the geotechnical investigations, Stockpile D, which is approximately 4,000 cy, has been sampled per the IR guidance document (the material was characterized as Category 2, which is suitable for commercial/industrial use) and will be used to assist in the filling and grading efforts in the south cell. Four borings were collected from the south cell of Hawkins Point DMCF in February 2018 and the material was categorized as very soft, silty with some clay and organics and some debris was present. Consolidation and strength calculations are being conducted to determine ground improvement design. The calculations will provide information about how the material will shrink once it is dewatered for consolidation and compacting purposes. The geotechnical investigations also determined that the thickness of dredged material in the south cell is about 20 feet thick.

The filling and grading design in the south cell will include moving material in the high areas and placing in low areas to flatten out the cell elevation. Material used to fill the south cell will be a combination of on-site berm material and IR material. The material in the south cell will be consolidated and graded to a 1% slope for the AFW installation. The AFW is a culture unit that promotes the growth of naturally occurring algae on screens where it can be easily removed. The algae continuously remove nitrogen, phosphorus, and sediment from the water. The algae are regularly recovered and can be processed for sustainable energy. The technology has been used in other locations for Total Maximum Daily Load (TMDL) management for nutrients. The Chesapeake Bay Program Expert Panel issued guidance for using AFW technology for nutrient reduction credit. MDOT-MPA is using the information from the AFW pilot at Dundalk Marine Terminal (DMT) to aid the 30% design of the AFW construction at the Hawkins Point south cell.

The AFW at Hawkins Point will be approximately 450 feet long by 115 feet wide, with room for potential expansion. Ms. Kolberg asked if the source of the water for the project was the Patapsco River and how MDOT MPA would handle debris. Ms. Keene stated that the intake will be from Thoms Cove area. Ms. Olsen stated that the intake is screened to prevent debris from entering the system. Ms. Keene stated that an AFW can operate 24/7, providing constant removal of nutrients and sediments, not just during rain events. AFW's also deliver increased dissolved oxygen to the water body, which improves aquatic habitat and provide an effective Best Management Practice for properties similar to the Port (e.g. onsite and with property boundary constraints). Also, it could be used by other MDOT facilities or other Municipal Separate Storm Sewer System (MS4) permit

holders with water access. Ms. Keene showed the HT the conceptual designs for the AFW. Construction is expected to begin in 2021 and will likely take less than a year to construct.

Mr. Denney asked if this Best Management Practice could be used at a private terminal for TMDL credit purposes and how to determine the quantity of nutrients removed. Ms. Keene responded that a simple method of estimating the amount of nutrients removed is by multiplying the grams of the dry weight of algae times the percent nutrient content. Ms. Olsen added that SERM has a larger project that was just implemented, which includes rigorous sampling and testing to inform the design of the AFW on the south cell of Hawkins Point; MDE has very specific requirements regarding nutrient credits and is working with MDOT MPA to determine how to permit and regulate the project – this information can be used to inform other potential AFW projects.

Ms. Kolberg asked if the trees that were planted for reforestation for other projects would be removed. Ms. Keene stated that the trees were planted in the north cell to serve as a mitigation bank for critical area projects and the AFW project on the south cell will not impact those trees. Any tree impacts in the south cell will be coordinated with the Critical Area Commission. Mr. McGeady asked about the construction cost associated with the existing AFW. Ms. Keene stated that MDOT MPA will investigate the cost of the project and provide that information.

6.0 Harbor Development Update

Ms. Chris Correale, MDOT MPA

Cox Creek Expanded

Ms. Correale stated that MDOT MPA will be performing activities to expand the Cox Creek DMCF on to 236 of the 237 upland acres at the site. Ms. Correale stated that MDOT MPA will borrow material from the upland area to build the dikes. The contract for the base dike was advertised and the bids will be opened on May 3. Eight large construction firms attended the pre-bid conference. The concept to raise the dikes to +60 ft. MLLW is under review and the Phase I remediation has been completed. Building 201 is still standing and the remediation plan is under review by the US Environmental Protection Agency (EPA). Once approval is received the building will be demolished and the materials will be properly disposed of.

The Operations and Maintenance complex contract was awarded. The Notice to Proceed will be sent out April 30, and construction will be completed in late 2019. Once the building is completed the Cox Creek Citizen Oversight Committee meetings will be held there.

Masonville Dike Raising

Ms. Correale stated that the dikes will be raised to +18 ft. MLLW. The KIS cross dike is complete and dike construction along the cofferdam is underway. The rest of the work is on hold pending a Sediment and Erosion Control permit. Project completion is expected in spring 2019.

MDOT MPA Harbor-Wide Dredging Permit

Ms. Correale stated that MDOT MPA submitted a request to modify the Harbor-wide permit to allow dredging at the Masonville DMCF so that larger unloaders could be accommodated, as well as to collect borings to characterize the dredged material. The comment period closed at the end of October and the USACE is addressing the comments received.

Energy Port Dredging

Ms. Correale stated that project at DMT will dredge 175,000 cy of material and will be completed this summer. All of the dredging is maintenance dredging.

7.0 DMMP Outreach

Ms. Katrina Jones, MDOT MPA

Ms. Jones stated that over the last few months MDOT MPA has been encouraging stakeholders to notify MDOT MPA of any community meetings or events that would provide an opportunity to address the communities and let them know what is going on with the program. MDOT MPA has had a very busy winter and spring. In March and early April, MDOT MPA had the opportunity to go to four community organizations in Anne Arundel County and Baltimore City (Poplar Ridge, Brooklyn Heights, Bar Harbor, and Riviera Beach). MDOT MPA has been participating in outdoor events such as BenFest, which is a community festival held at Benjamin Franklin High School.

MDOT MPA partners with Arlington Echo who runs the environmental education program for Anne Arundel County school system. This is in concert with Green Schools and the Maryland Association for Environmental Outdoor Education. Arlington Echo also started the Terrapin Program. The National Aquarium partners with MDOT MPA to provide the Terrapin Program for Baltimore City and Baltimore County. MES works with the Terrapin Program for some of the counties on the eastern shore, as well as providing ambassadors for classrooms which do not have any terrapins. Currently it is the middle of the terrapin release season, with up to three tours a day going to Poplar Island to release the Terrapins. This year 177 terrapins will be released by the classrooms that hosted them.

MDOT MPA also participated in a community cleanup in the Brooklyn/Curtis Bay area on April 29. Two churches partnered with the National Aquarium, US Fish and Wildlife Service, and MDOT MPA for the clean-up, which included over 150 volunteers. This coming weekend MDOT MPA will be participating in the Cherry Hill tree planting with Blue Water Baltimore. On May 20, National Maritime Day, an event will be held on the NS Savannah on Pier 13, which is on Newgate Road. A community event in Point Pleasant will be held soon. The BioBlitz and Open House is returning to Masonville Cove on June 16. Also on June 16, MDOT MPA has been asked to participate in the Pasadena Business Association community event.

Mr. Taylor asked for an update on the pedestrian access to Masonville Cove. Ms. Correale replied that there will be a presentation given at the next Citizen Advisory Committee meeting.

8.0 Upcoming Meetings

Mr. Steve Pattison

Mr. Pattison stated that the next Harbor Team meeting is scheduled for July 26, 2018. The meeting may be held at Masonville Cove.

9.0 Adjourn