

**FINAL SUMMARY OF THE DREDGED MATERIAL MANAGEMENT PROGRAM  
MANAGEMENT COMMITTEE MEETING  
June 20, 2024, 10:00 AM  
Hybrid Meeting**

***Attendees:***

*Angie Ashley Consulting:* Angie Ashley

*Baltimore Port Alliance (BPA):* Rupert Denney

*Chesapeake Bay Foundation:* Doug Myers\*

*Citizens' Advisory Committee (CAC):* Francis Taylor

*Maryland Environmental Service (MES):* Marni Dolinar, Claire Spears\*

*Maryland Geological Survey (MGS):* Stephen Van Ryswick

*Maryland Port Administration (MPA):* Dave Bibo, Bertrand Djiki, Danielle Fisher, Rachael Gilde, Jennifer Guthrie, Margaret Hamby, Katrina Jones, Alexander Mann, Holly Miller, Rachel Miller, Robert Munroe, Amanda Peñafiel, Joseph Ross\*, Barbara Rowlett\*, Darren Swift

*National Oceanic and Atmospheric Administration (NOAA) Fisheries Service:* Jonathan Watson\*

*Remline:* Michelle Puszcz\*

*Rukert Terminals Corporation:* Andrew Gray\*

*Rummel, Klepper, & Kahl (RK&K):* Sari Rothrock\*

*University of Maryland Center for Environmental Science (UMCES):* Bill Dennison\*, Dave Nemazie

*U.S. Army Corps of Engineers, Baltimore District (CENAB):* Joe Bieberich, Trevor Cyran\*, Kevin Fenyak, Tyrone Hansboro\*, Rachel Kierzewski, Van Nuyen, Katie Perkins\*

*U.S. Army Corps of Engineers, Philadelphia District (CENAP):* Michael Hart\*

*U.S. Fish and Wildlife Service (USFWS):* Robbie Callahan\*

\*Denotes attendees who participated online.

**Action Items:**

- MPA will share information regarding the Invasive Species Eradication grant with Mr. Denney and follow up related to coordination for similar work that could be done at private terminals.  
*Complete*
- MPA will provide information regarding the control and eradication of the Eurasian watermilfoil at the Cox Creek DMCF from the Invasive Species Eradication grant application to Mr. Watson.  
*Complete*

**1.0 Convene and Welcome**

**Ms. Holly Miller, MPA**

Meeting materials can be found at the following link: [6/20 Management Committee Meeting](#). Ms. Miller welcomed attendees, called the meeting to order, and stated that all action items from the March 20, 2024, Dredged Material Management Program (DMMP) Management Committee meeting are complete. Ms. Miller requested a motion to approve the March 20, 2024, DMMP Management Committee meeting summary; the Committee approved. Ms. Miller announced that Mr. Swift, previously MPA's Chief of the Innovative Reuse Strategy and Partnerships, has been selected as the new Deputy Director for MPA's Office of Harbor Development.

Ms. Miller stated that the beginning of 2024 was overshadowed by the shocking disaster of the Francis Scott Key Bridge collapse. As Port of Baltimore (POB) officials and staff grieve and recognize lives lost, under the leadership of Governor Moore, national, state, city, and county officials are investigating the cause of the collision and have worked to clear debris. MPA collaborates closely with these partners, who swiftly and safely reopened the critical Fort McHenry Federal Channel to its original fully

operational dimensions of 700 feet wide and 50 feet deep for commercial maritime transit in early June 2024. Despite this tragedy, the first half of 2024 has still brought significant progress as priority projects advance on or ahead of schedule.

## **2.0 Mid-Year Report**

**Ms. Amanda Peñafiel, MPA**  
**Mr. Darren Swift, MPA**  
**Ms. Katrina Jones, MPA**

Ms. Peñafiel stated that the theme of the DMMP for 2024 is "Building the Future Together." The DMMP put forth recommendations for 2024, outlined in the 2023 DMMP Annual Report, to further support the POB in achieving success that will benefit the region economically, environmentally, and socially. MPA continues to work closely with DMMP committee members, elected officials, state and federal agencies, nonprofit and community organizations, business partners, and other stakeholders to build a future together.

The recommendations were broken down into three categories: Funding & Policy, Planning & Operations, and Outreach & Education. The DMMP continues to adapt and innovate while delivering on its mission to maintain the POB's 50-foot channel system. Despite the Francis Scott Key Bridge tragedy, the first half of 2024 still brought significant success. Communities continue to collaborate with MPA regarding planning and decision-making, and the DMMP remains committed to pursuing outcomes that are informed by science and equitably benefit all Marylanders.

### Funding & Policy

Ms. Peñafiel stated that MPA continues to engage congressional delegations and federal and state partners to ensure favorable legislation, sufficient funding, and support for climate change and resilience planning. MPA submitted two requests to the Congressional Water Resources Development Act (WRDA): the authorization of construction on the Baltimore Harbor Anchorages and Channels Modification of the Seagirt Loop Channel, and full assumption of operation and maintenance of the Seagirt Loop Channel by the USACE for deepening work previously implemented by the State of Maryland. MPA is working with USACE to identify federal priorities and submit funding requests to the Congressional Delegation. This includes the USACE Federal Fiscal Year 2023 (FFY23) Work Plan that allocated \$3.22 million in operations and maintenance funding to dredge the Honga River and Tar Bay to improve access for water users. Additionally, USACE received \$3.6 million in the FFY24 Work Plan for further Honga River dredging. Once containment features are constructed at Barren Island, part of the Mid-Chesapeake Bay Island Ecosystem Restoration (Mid-Bay) Project, the site can receive dredged material.

To help meet MPA's commitment and the State's target to reduce greenhouse gas emissions, MPA applied for the new Environmental Protection Agency (EPA) \$3 billion Clean Ports Program, which funds zero-emission port equipment and infrastructure along with climate and air quality planning at U.S. ports. A total of \$100 million was requested for equipment, infrastructure, and planning through two separate Notice of Funding Opportunities: the Zero-Emission Technology Deployment Competition and the Climate and Air Quality Planning Competition. Awarded funds would provide critical replacement of several pieces of equipment for Dredged Material Containment Facility (DMCF) sites and support to the POB's transition to zero-emissions operations, reduce diesel pollution through air emissions in port-adjacent communities, and ensure meaningful community engagement in the POB's emissions reduction planning and project development process.

MPA applied for the Invasive Species Eradication grant administered by USFWS. Invasive species pose a significant threat to the ecological, economic, and cultural integrity of sites. If awarded, funds administered will assist with targeted eradication efforts that will significantly reduce the level of effort needed for invasive control in the future. The project sites, including the Cox Creek DMCF, Masonville DMCF, and Paul S. Sarbanes Ecosystem Restoration Project at Poplar Island (Poplar Island), represent critical biodiversity conservation and habitat restoration areas. MPA seeks to achieve measurable reductions in common reed acreage annually, ensuring the recovery and resilience of native ecosystems. Additionally, at Cox Creek DMCF, research will focus on developing a pilot project to eradicate Eurasian watermilfoil. At Masonville, MPA will continue the study of Lespedeza eradication through differentiation of test plot control methods. At Poplar Island, staff will work to understand the possible long-term impacts on soil and vegetation recovery after applying imazapyr, a pre-emergent herbicide, to control common reed. These efforts contribute to the overall health and balance of the ecosystems at each site.

MPA and the University of Maryland (UMD) received a Federal Highway Administration (FHWA) Climate Challenge Grant to study constructing vegetative berms from Baltimore Harbor dredged material and dredged material blends for flood protection. This involves creating and testing dredged material blends with specific criteria to identify a successful blend, including appropriate geotechnical properties, acceptable environmental properties, the ability to rapidly establish vegetation in a berm setting, and developing a Life Cycle Analysis model and Environmental Product Declaration. An optimized blend that best meets all criteria is being thoroughly tested, and results are expected in 2025.

Mr. Taylor requested clarification as to why Hart-Miller Island (HMI) was not included in the Invasive Species Eradication grant request. Ms. Peñafiel explained that the future direction of HMI is still unknown, therefore HMI was not included in the grant request. Mr. Denney asked what entities can apply for the Invasive Species Eradication grant and inquired about MPA's intended use of the funds. Ms. Miller stated that the grant is open to both private and state applicants and clarified that MPA applied for the grant for specific sites, including Cox Creek, Masonville, and Poplar Island. Ms. Peñafiel added that while MPA already has processes in place to control invasive species, the additional funding and resources would aid future efforts of control. Mr. Watson requested information regarding the control and eradication of the Eurasian watermilfoil at the Cox Creek DMCF as a part of the Invasive Species Eradication grant application. Ms. Peñafiel agreed to share the information and stated that the study would take place in the 11.13 acres of the Swan Creek Mitigation Wetland.

#### Planning & Operations

Mr. Swift stated that MPA continues implementing strategic operational initiatives aligned with the rolling twenty-year plan, including expanding DMCFs, optimizing capacity, and exploring new management techniques for sustainable climate-resilient solutions. Ongoing implementation continues with inflow at the Poplar Island expansion along with the Masonville and Cox Creek DMCFs.

The Virginia Channels Bay Enhancement Working Group (VA BEWG) developed a shortlist of potential beneficial use (BU) projects, sites, and concepts that could serve as an alternative to open water placement at the Wolf Trap Alternate Placement Site Northern Extension (WTAPSNE). USACE and MPA are investigating the shortlist options that are environmentally acceptable, cost-effective, and logistically efficient. In 2023, USACE initiated a study to further refine the VA BEWG shortlist of open water placement sites and provided MPA with a technical memo in March 2024 that is currently under review. Once finalized, the VA BEWG will be reconvened for further discussions. Poplar Island is an international model for the BU of dredged material. The approximately 1,700-acre site includes 71

million cubic yards (mcy) of dredged material capacity and currently 29 mcy of capacity remain. The next inflow is expected in the winter of 2024/2025.

Dike raising at Masonville DMCF to an elevation of +30 feet is 30% complete and is slated for completion by the Spring 2026. The dike raising first requires drainage improvements on one of the neighboring Mercedes Benz lots, followed by raising the dikes to +30 feet. The design for raising the dike to +42 feet will begin in the second half of 2024. The final elevation of +42 feet will result in the site gaining approximately 5.6 mcy of capacity. Additionally, the initial 30% design process is underway for the Masonville Cove Connector (MCC), as a shared-use path providing safe and equitable access to Masonville Cove. With funding from the FHWA Federal lands Access Program (FLAP), the MCC will run along Frankfurst Avenue, linking Masonville Cove to the Gwynns Falls Trail and adjacent communities. The MCC project team is currently working on the 30% design phase, with the completion of 100% design anticipated in 2026. Robust stakeholder engagement continues to support collaboration in developing an option that serves all users of Frankfurst Avenue.

In 2023, MPA achieved a significant construction milestone at the Cox Creek DMCF by completing the raising of the upland dike to +60 feet, providing 8.5 mcy of additional placement capacity. The Alternatives Analysis for the next expansion phase, raising the dikes to +80 feet, is complete and MPA is beginning to solicit proposals from consultants for design. MPA plans to submit a request to the Board of Public Works (BPW) to secure the easement and begin constructing the Genesee Valley Outdoor Learning Center mitigation project for the Cox Creek DMCF expansion once all permit approvals are obtained. Progress has also been made on the Swan Creek Nature Trail (SCNT) adjacent to the Cox Creek DMCF, developed in close collaboration with the Cox Creek Citizens Oversight Committee (COC). The SCNT will create an approximate two-mile loop through the forest conservation easement area, providing valuable outdoor recreation and education opportunities along with enhanced access for surrounding communities. The design is expected to be complete in August 2024, with permitting in progress. Construction is anticipated to begin in December 2024, with the goal of opening the trail to the public in 2025. MPA plans to host a groundbreaking ceremony at the Cox Creek Open House on Saturday, October 19, 2024.

The Mid-Bay Project is advancing, with notable progress on both Barren and James Islands. Upon completion of construction, the BU project will receive material from the approach channels to the Harbor as Poplar Island approaches placement capacity. In partnership with USACE, the project will restore 2,144 acres of valuable remote island habitat within the Chesapeake Bay while providing a total of 90-95 mcy over thirty years. Phase 1 Construction for Barren Island, which includes installing most of the protective stone sills and breakwaters that line the island's western side, is over 65% complete and is expected to be finished in the fall of 2024. Phase 2 contract solicitation began in May 2024 and includes construction of two bird islands, foundation remediation and completion of the northeast sill, design and installation of spillway structures, modification of the existing sill to incorporate materials to limit material egress from the site, installation of geotextile structures filled with suitable materials from a nearby borrow area, and dredging and placement of material from the Honga River and Tar Bay federal navigation channels. This contract is likely to be awarded in the summer of 2024. James Island's initial design is ongoing, with modeling and geotechnical analysis being used to determine the final alignment and structural components of the project. The first contract for this work will be awarded in the fall of 2025. A second "Engineering with Nature" Workshop was held in February 2024, and the highest-ranked measures will proceed to modeling. The Value Engineering Study occurred in May 2024. James Island is expected to begin receiving inflow as soon as 2028.

MPA has achieved significant Innovative Reuse (IR) and BU milestones and advanced toward strategic programmatic goals. The Cox Creek Sediment Technology and Reuse (STAR) Facility will explore IR opportunities. The site was formerly used for heavy industrial activities and requires remediation due to contamination, therefore MPA is working with the Maryland Department of the Environment (MDE) to develop remedial action plans for operable units on the site with approvals already obtained for two units. Short-term plans include setting up a geotextile tube field for drying dredged material near the Cox Creek DMCF, facilitating a closed-loop water collection and reuse system, and constructing a haul road between the two properties to enable easy and efficient access between the sites. Additionally, MPA is working on a draft Request for Information (RFI) to collect information for potential large scale IR development and anticipates the RFI to be advertised in the late summer/early fall of 2024. Discussions are underway with Baltimore City to supply dredged material as daily cover for the Quarantine Road Landfill. MPA will contribute 1,200 cubic yards (cy) of dried dredged material for the Stoney Beach restoration and living shoreline project in northern Anne Arundel County, construction of which is anticipated to begin in the fall of 2024. The Race Street wetland area in Baltimore City, a former Honeywell contaminated site, is undergoing a remediation project utilizing 500 cy of dredged material, construction of which is underway.

The Maryland BPW has approved eight IR Research & Development (R&D) contract awards to-date for high-volume, sustainable reuse applications that support long-term, strategic planning initiatives and identify the critical steps to making large-scale IR a reality at the POB. All material supplied by MPA for these projects has been thoroughly tested according to the MDE Guidance Document for IRBU, meeting all necessary criteria. Results from six of the IR projects have been shared, and the products such as manufactured brick, soil reengineering for sod growth, incorporating dredged material in concrete mixtures and use as a lightweight aggregate show potential for large-scale implementation. All IR products have been deemed safe for residential and commercial use according to the MDE Guidance Document for IRBU. MPA recently received approval from the Maryland BPW for an eighth IR R&D project with Northgate Environmental Management to explore the use of dredged material as cement clinker as well as a supplemental cementitious material. Additionally, a new opportunity emerged in 2024 with the potential to reclaim large amounts of capacity from Cox Creek DMCF. COMUS Sustainable Products' research explores using dredged material as a natural pozzolan, or a supplemental cementitious material, to help reduce greenhouse gas emissions associated with traditional cement production methods. Findings show that Baltimore Harbor dredged material can be used as a natural pozzolan and when blended with Portland Cement creates a durable "green cement" since their proposed process does not include the usage of any fossil fuels.

This legislative session, House Bill 343 was passed, allowing the potential reopening of the North Cell of HMI to the placement of dredged material from Baltimore County if an enforceable community benefits agreement is executed with Baltimore County in consultation with the HMI COC by the end of 2024. This legislation was passed without collaboration with MPA or consultation within the DMMP. MPA is working with MDE, Maryland Department of Natural Resources (DNR), and the Maryland Department of Transportation (MDOT) to develop a path forward and understand the implications of reopening HMI. Additionally, MPA is in the process of connecting with Baltimore County, Tradepoint Atlantic (TPA), and other DMMP Executive Committee members to establish an ongoing dialogue related to the efforts associated with the possible reopening of HMI. MPA supports TPA in creating a container terminal, helping boost Maryland's economy and generating local jobs. However, MPA has reservations about the legislation as it is related to the DMMP and stakeholder engagement since the legislation sets a precedent that dilutes the long-term confidence of the work in the DMMP. In the spirit

of transparency, MPA will not be operating HMI if reopened due to a conflict between existing contractual agreements and the site being limited to a single user.

Mr. Denney expressed concerns regarding the precedent set by reopening HMI, emphasizing the importance of maintaining community trust. Mr. Denney highlighted the potential negative impact on community relations if promises made to communities are perceived as reversible, undermining long-term confidence in the POB's operations and future projects. Ms. Miller reiterated these concerns, clarifying that MPA was not involved in the legislative process, which jeopardizes the credibility of the DMMP. Mr. Munroe stated that reopening HMI would involve significant community input and align with the MPA's and the DMMP's core values. Baltimore County will play a critical role in filtering community feedback, however MPA is committed to ensuring broad-based input from DMMP stakeholders.

Mr. Taylor raised several critical points regarding the reopening of HMI. The current generation that comprises the HMI COC views the issue with more openness compared to those involved twenty years ago. Mr. Taylor questioned how reopening HMI would affect ecological benefits of the site, noting HMI's role as a major bird habitat that attracts visitors from across the region and emphasized the need for clarity on how it would benefit the neighboring communities. Additional concern was expressed regarding what entity will operate HMI if it reopens, given the strong relationships MPA has developed within communities. The recent legislation also introduces complexities that impact the HMI COC membership and governance along with contradicting existing legislation that prevents the approval of the redeposit of dredged material within five miles of HMI. Mr. Taylor underscored the importance of continued consultation and collaboration with the community.

Mr. Myers stated that the legislation was ill-conceived and lacked coordination with relevant stakeholders. The most beneficial course of action would be to allow the year to end before an agreement is reached and pursue a revised legislative approach in 2025 that includes comprehensive stakeholder engagement. Mr. Myers advocated for a more inclusive and environmentally protective approach, aligning with the expertise of MPA.

Mr. Swift stated that the Modification to the Seagirt Loop Channel feasibility study, a three-year effort to assess options to relieve the terminal's berth capacity bottleneck and enable more efficient vessel movement, has been completed. The Chief's report, signed on June 22, 2023, concluded the Feasibility Phase of the project and allowed it to transition to the Preconstruction, Engineering, and Design (PED) Phase. The PED Phase will officially begin when the design agreement is executed between MPA and USACE to cost share the design efforts which is anticipated in July 2024. The full design will have a cost share between USACE, 75%, and MPA, 25%.

#### Outreach & Education

Ms. Jones stated that MPA outreach efforts continue to prioritize environmental justice, diverse representation reflecting the communities served, and raising awareness about the POB's outcomes. Through pilot projects, MPA aims to investigate whether Confined Aquatic Disposal (CAD) is a feasible method for containment of Baltimore Harbor maintenance dredged material based on cost-effectiveness, human and environmental health and safety, and benefits to the state. A proposed second CAD pilot project has been paused due to concerns from citizens and regulatory agencies. A CAD Subcommittee is being established under the DMMP's Bay Enhancement Working Group (BEWG) to explore technical aspects of a second pilot project, including environmental impacts and benefits, location selection, associated regulations, and socioeconomic benefits and effects. The BEWG will be the foundation for

the CAD Subcommittee as the BEWG comprises a suite of scientific and technical advisors, including those from resource agencies that can support the CAD Subcommittee’s investigation of whether to pursue CAD in Maryland. Focused stakeholder and community outreach is underway and will continue to ensure stakeholders are engaged throughout the process.

Mid-Bay public outreach and stakeholder engagement are ongoing as the construction and design of Barren and James Islands advance, and targeted efforts have led to increased engagement and dialogue with local water users regarding restricted safety zones related to the start of Barren Island construction.

Masonville Cove Partnership staff began implementing inclusive principles learned from the Co-designing Conservation course to better collaborate with communities and develop conservation goals, projects, and programs curated for local communities. Additionally, the Friends of Masonville Cove are leading an effort to install a new garden in front of the Masonville Cove Environmental Education Center (MCEEC). A USFWS Chesapeake Climate and Conservation Corps member will be completing a capstone project through a container pollinator garden project adjacent to the MCEEC. MPA and partners are also gearing up to host the Masonville Cove Links WildSTEM summer internship in partnership with the National Links Foundation. Focused recruitment at local Historically Black Colleges and Universities (HBCUs) brings four interns together to explore conservation careers in non-traditional college majors, providing exposure to conservation career paths, practical experience, and a pathway for future conservation careers and leadership opportunities.

Following last summer’s successful “Youth Birding Week with the Port of Baltimore” program, the summer youth program will expand to two weeks. In addition to birding and visits to DMMP sites, this year’s experience will introduce students to maritime-related career paths. While based out of Masonville Cove, participants will enjoy trips and learn from expert birders at various DMMP sites including HMI and Poplar Island.

In May, with support from MPA and industry professionals, the BPA hosted its sixth Hiring & Career Expo, bringing together 34 employers who shared job openings at all levels and conducted interviews with a range of education and professional experience. Together, they matched five support organizations with workers impacted by the POB closure and over 300 jobseekers who learned about job openings, submitted resumes, and were pre-screened and interviewed. This was the largest event to date, and 100% of surveyed exhibitors indicated they would attend a similar event. The exit survey responses revealed that 75% of jobseekers found opportunities for which they will apply, and 78% of employers met candidates they are likely to follow up with for interviews or offers.

Over the first six months of 2024, through 545 events, MPA engaged 14,362 people, including interactions with 9,906 students from 420 different classrooms. Of the 420 total classrooms, 28.81% were Title I classrooms and 25.95% were Maryland Association for Environmental and Outdoor Education (MAEOE) Green School classrooms leading to 11,484 total engagements.

### **3.0 U.S. Army Corps of Engineers Report**

**Mr. Mike Hart, CENAP**  
**Mr. Trevor Cyran, CENAB**  
**Ms. Rachel Kierzewski, CENAB**  
**Mr. Kevin Fenyak, CENAB**

#### North Atlantic Division – Philadelphia District

Mr. Hart stated that the plans and specifications for a contract award at the end of 2024 for FFY25 maintenance dredging have been finalized. Like previous years, maintenance dredging of the Upper

Chesapeake Approach Channel to the C&D Canal is anticipated to result in 530,000 cy of material to be placed at Pearce Creek DMCF. The contract award is slated for the end of September or early October of 2024.

Construction continues on the St. George's Bridge and is expected to be completed in October 2024. The bridge remains closed to vehicular traffic. There are no air gap restrictions associated with the remaining work. Construction has begun on the Reedy Point Bridge. Planned activities include steel repairs, bearing replacement, and concrete pier repairs. There are no air gap restrictions associated with the bridge construction. A contract for steel repairs and painting on Summit Bridge is planned for award at the end of August 2024. There will be some air gap restrictions associated with the bridge painting scaffolding. Any restrictions will be communicated once a contractor is selected and the work plan is reviewed.

#### North Atlantic Division – Baltimore District

Ms. Kierzewski stated that, in reference to the Baltimore Harbor Virginia Approach Channels, approximately 2.6 mcy is expected to be dredged from York Spit and placed at WTAPSNE. Solicitation is expected to open in July 2024 with the contract being awarded in September 2024. The Federal Consistency Determination was approved for winter dredging and placement at WTAPSNE on March 20, 2024.

Mr. Fenyak stated that, in reference to the Baltimore Harbor Maryland Approach Channels, preparation for the FFY25 dredging is underway with the contract anticipated to be awarded in October 2024 with contract completion by the end of March 2025. About 218,000 cy will be dredged from Curtis Creek and 250,000 cy will be dredged from Fort McHenry Channel and is expected to be placed at the Cox Creek DMCF. Additionally, an estimated 1.7 mcy is expected to be dredged from Cutoff Angle, Upper Range, Craighill Angle, and Craighill Entrance to be placed at Poplar Island. The goal is to begin dredging in November 2024.

Mr. Denney inquired if the large amount of USACE funds spent on the Francis Scott Key Bridge effort will impact maintenance dredging. Mr. Bieberich stated that long-term funding issues are not anticipated and that the appropriate funding is expected to be available in time to award the contracts. The Committee expressed immense gratitude towards USACE for providing continued outstanding service to the POB.

#### **4.0 Collaborative Funding Opportunities**

**All Members**

*Facilitated by Ms. Rachael Gilde, MPA*

Ms. Gilde stated that the interactive session aims to identify synergies among the various organizations and uncover new ways to amplify impact through improved coordination. In small groups attendees worked to review, identify, and prioritize collaborative projects and initiatives that will benefit the DMMP and its stakeholders; discuss new approaches to the implementation of these projects and initiatives via enhanced coordination; and identify funding opportunities to support these projects and initiatives. Attendees explored projects and initiatives related to four topic areas that reflect priorities of the 2024 DMMP Recommendations, including:

- Resilience and Climate Change
- Habitat Creation/Restoration
- Environmental Justice/Equitable Access
- Education and Workforce Development



Working in small groups, attendees collaborated to provide information for DMMP-related projects or initiatives in one of the assigned topic areas that could benefit from collaborative development, fundraising, and implementation. Results from the interactive session will be shared at a future DMMP Management Committee meeting.

### **5.0 Citizens Advisory Committee Report**

**Mr. Francis Taylor, CAC**

Mr. Taylor stated that the next CAC meeting will be held on September 25, 2024, and planning for the DMMP Annual Committee Field Trip is underway. The field trip will be held August 16, 2024, at the Cox Creek DMCF and adjacent sites. This will provide an opportunity to see the DMCF expansion and visit the Swan Creek Wetlands, the future site of the Swan Creek Nature Trail. Additionally, the field trip will visit the future home of the Cox Creek STAR Facility and the Hawkins Point DMCF.

Progress is being made to repopulate the Cox Creek COC. Like the HMI COC, the Cox Creek COC is established by statute and the membership has been outdated. This legislative session MPA staff worked with legislators to update the membership to accurately reflect active organizations. House Bill 343 was passed which updated the Cox Creek COC membership effective July 1, 2024.

### **6.0 Roundtable Remarks and Open Discussion**

**All Members**

Mr. Nemazie stated that UMCES is planning a meeting that will bring together scientists and partners to examine research around Baltimore Harbor. The meeting will occur on October 10 and 11, 2024 at the Institute of Marine and Environmental Technology (IMET). Invitations have been extended to individuals who work on port issues from around the world including Europe and China.

Ms. Jones reminded attendees that the Cox Creek Open House will take place on October 19, 2024, which will include a groundbreaking ceremony for the Swan Creek Nature Trail.

### **7.0 Adjourn**

**Ms. Holly Miller, MPA**

The next DMMP Management Committee meeting is scheduled for September 18, 2024.