

**SUMMARY OF THE
DREDGED MATERIAL MANAGEMENT PROGRAM
MANAGEMENT COMMITTEE MEETING
March 18, 2026, 10:00 AM
World Trade Center Institute, Stanton Room
401 E. Pratt Street, Baltimore, Maryland 21202**

Attendees:

Angie Ashley Consulting: Angie Ashley
Arcadis: Albert Buell
Baltimore Port Alliance: Rupert Denney*
Citizens Advisory Committee (CAC): Adam Lindquist (Chair)*
Chesapeake Bay Foundation: Gussie Maguire*
Council Fire: George Chmael II
GFT: Francisco Rivera
Maryland Department of the Environment (MDE): Heather Nelson*
Maryland Department of Natural Resources (DNR): Richard Ortt*
Maryland Environmental Service (MES): Madeline Morrell, Kenna Oseroff
Maryland Geologic Survey: Stephen VanRyswick*
Maryland Port Administration (MPA): Dave Bibo, Bertrand Djiki, Danielle Fisher, Margie Hamby, Jenn McGee, Holly Miller*, Rachel Miller, Kelvin Moulden, Bob Munroe, Amanda Peñafiel, Darren Swift, Nathan Thompson
Rukert Terminals Corporation: Andrew Gray*
The Association of Maryland Pilots: Captain Eric Nielsen*
University of Maryland Center for Environmental Science (UMCES): Khairunnas Ahmad, Dr. Fernando Miralles-Wilhelm*, Dave Nemazie, Novita Putri
U.S. Army Corps of Engineers, Baltimore District (CENAB): Joe Bieberich, Candace Bradford, Eric Lindheimer*
U.S. Army Corps of Engineers, Philadelphia District (CENAP): Michael Hart*
U.S. Fish and Wildlife Services (USFWS): Genevieve LaRouche*

*Denotes Dredged Material Management Program (DMMP) Management Committee members.

Action Items:

- No Action Items

1.0 Convene and Welcome

Ms. Holly Miller, MPA

Meeting materials can be found at the following link: [3/18 Management Committee Meeting](#). Ms. Miller welcomed attendees, called the meeting to order, and encouraged ongoing participant engagement. Ms. Miller requested a motion to approve the November 5, 2025, DMMP Management Committee meeting summary. The Committee approved the meeting summary without changes.

2.0 Navigation, Innovation, Stewardship

Ms. Holly Miller, MPA

Ms. Miller provided an update on the 2025 DMMP Annual Meeting, highlighting strong participation with a total of 167 attendees, including 97 in-person and 70 virtual, representing 54 distinct groups or organizations. Ms. Miller shared a highlight from the meeting, the “Science and

Stakeholder Voices” panel discussion, which featured community members sharing their experiences with MPA. The panel focused on how the Port of Baltimore (POB) collaborates with scientific experts, community members, and workforce development initiatives to benefit communities, the economy, and the environment. The panelists shared their experiences of engagement with the DMMP and the POB and then participated in a Q&A session.

Dr. Tallulah Terrapin was introduced as MPA’s newest ambassador for the POB’s Terrapin Education and Research Partnership (TERP) Program. The Dr. Tallulah Terrapin initiative will utilize social media to share updates on terrapin research, recapture efforts, and educational engagement with school groups. Dr. Tallulah Terrapin can be seen on the TERP Program social media pages @TerrapinTales1706 on [Facebook](#) and [Instagram](#).

Ms. Miller provided an overview of the development of the 2026 Recommendations, noting that a revised approach was implemented with the goal of utilizing the recommendations as a road map for the upcoming year and aligning priorities and projects with the recommendations. To achieve this goal, the 2026 Recommendations were streamlined to be broader goals from which work plans will be developed that include strategies and actions for the implementation of these recommendations.

MPA selected three of the 2026 Recommendations and drafted plans for those recommendations to discuss with the Committee.

Recommendation #4: Re-engage the Virginia (VA) Bay Enhancement Working Group (BEWG) to refine the list of suitable, cost-effective dredged material placement options for the Virginia Channels, including beneficial use (BU) opportunities.

Ms. Miller outlined a series of proposed actions to advance efforts related to Recommendation #4, including filling data gaps in the USACE Planning Assistance to States document and include any new sites to inform the VA BEWG Steering Committee in March 2026 and the full VA BEWG by June 2026; rescoring the potential sites with data gaps filled and reevaluate feasibility by September 2026; increasing participation and feedback from members of the VA BEWG Steering Committee and the full VA BEWG potentially by using an independent facilitator that would be onboarded by June 2026; and, by December 2026, developing a refined list of suitable, cost-effective dredged material placement options for Virginia channel material.

One of the challenges with Recommendation #4 is getting meaningful participation from the VA agencies, noting that while attendance at meetings has been consistent, active participation has been lacking. Ms. Miller requested input from the Committee on best practices to facilitate high quality and representative engagement throughout an entire group.

Mr. Bibb stated that based on experience with the Harbor Safety Committee meetings, having in-person meetings, rather than virtual, leads to enhanced communication and engagement. Ms. Miller agreed that in-person meetings could promote more meaningful engagement as meetings are currently virtual.

Mr. Ortt shared previous experience with the VA BEWG, confirming that engagement had been limited and suggested a multi-day retreat to allow sufficient time for meaningful discussion. This could also be beneficial considering the distance participants would need to travel for an in-person

meeting. Mr. Ortt recommended conducting planning meetings in advance to establish clear objectives for a multi-day retreat.

Ms. Miller acknowledged the challenges associated with travel distance for both Maryland and Virginia participants and highlighted the importance of selecting a central meeting location such as Colonial Beach, Southern Maryland, and Solomons Island as recommended by Ms. Oseroff. Dr. Miralles-Wilhelm suggested the new UMCES building on Solomons Island.

Ms. Miller emphasized the importance of increased outreach efforts and reiterated the potential benefit of a dedicated facilitator to conduct ongoing engagement between meetings. Additional discussion highlighted the value of leveraging individuals or organizations with existing relationships in Virginia to improve participation and ensure appropriate representation. It was emphasized that Maryland cannot make decisions for Virginia, so it is crucial to increase engagement and relations.

Recommendation #6: In collaboration with the BEWG, develop a set of recommendations for more transparent and predictable guidance to implement BU of dredged material in the Baltimore Harbor.

Ms. Miller outlined three proposed actions to advance efforts related to Recommendation #6, including the following to be achieved by December 31, 2026:

1. The project team will conduct a multi-state regulatory review identifying proven frameworks for BU. This will specifically evaluate how other jurisdictions define aspects of the BU regulatory process. Additionally, this could help provide a baseline for the Innovative Reuse (IR) and BU Guidance Document recommendations and could be used to identify gaps as compared to other states.
2. The project team will identify and profile three representative case studies of successful BU to serve as the evidence base for Baltimore Harbor guidance. Each profile will outline the regulatory pathways, partnerships, and overcoming technical challenges.
3. The BEWG BU Subcommittee will develop and submit to MDE a set of at least three actionable recommendations that improve transparency and predictability in implementing BU of dredged material in Baltimore Harbor, for inclusion in the IRBU Guidance Document.

Ms. Miller requested input from the Committee regarding what challenges exist that should be included in discussions facilitating a more streamlined process for BU of Baltimore Harbor dredged material.

Mr. Denney recommended engaging with The Nature Conservancy, noting extensive national and regional experience with BU and ongoing involvement in IR efforts. Mr. Denney also inquired about the intended end uses of dredged material regarding BU, suggesting prioritizing wetland and water-based applications. Ms. Miller clarified that BU is the use of dredged material for in-water applications such as shoreline restoration, wetland creation, and submerged aquatic vegetation habitat. While successful examples of BU exist using Chesapeake Bay channel material, current efforts are focused on BU for Baltimore Harbor material. Interest from potential end users has been limited due to a lack of clear and predictable processes and confusion regarding the technical aspects. Ms. Miller emphasized that the goal of Recommendation #6 is to establish greater

transparency regarding technical and regulatory requirements for BU. Mr. Denney recommended developing a clear framework outlining requirements, costs, and responsibilities for potentially interested parties.

Ms. Nelson noted that MDE is currently developing an updated Shoreline Stabilization Manual and expressed interest in coordinating with the Innovative Reuse Committee to incorporate updated BU practices in the manual. Ms. Miller acknowledged that alignment with this effort would be beneficial, particularly in addressing challenges related to project timing, permitting, and coordination with regulatory agencies. Ms. Nelson indicated that the manual is anticipated to be completed in December 2027, aligning with MPA's annual recommendation timeline.

Recommendation #8: Develop a plan for the Hart-Miller Island North Cell habitat development in collaboration with Maryland DNR and the Hart-Miller Island Citizens Oversight Committee (COC).

Ms. Miller outlined five proposed actions to advance efforts related to Recommendation #8.

1. By April 1, 2026, identify and begin onboarding an independent and dedicated facilitator for the Hart-Miller Island COC. This will ensure meaningful engagement and more open and transparent dialogue.
2. By September 30, 2026, select and document the path forward for the Hart-Miller Island North Cell, from one of the three or four closure options. MPA will achieve this by facilitating at least three engagement sessions with relevant stakeholders, collecting input, and successfully advancing the proposed path forward through the DMMP framework for review and formal approval.
3. By September 30, 2026, develop specific plans for addressing each element of the transition criteria agreed upon by MPA and Maryland DNR, including meeting with relevant stakeholders to further define requirements where needed.
4. By December 31, 2026, update the Intergovernmental Agreement between MPA, Maryland DNR, and MES to memorialize the path forward and clearly define roles and responsibilities.
5. Evaluate funding constraints and opportunities and by December 31, 2026, in collaboration with relevant stakeholders, identify alternative funding sources and partners to support advancement of the Hart-Miller Island North Cell habitat development and develop a funding strategy.

Ms. Miller requested input from the Committee regarding what stakeholders need to be involved for MPA to succeed and what the Committee's strengths and capabilities are that can fuel the progress of this goal.

Ms. Ashley recommended that the CAC be included in stakeholder engagement efforts. Ms. Miller agreed that the CAC should be more clearly identified as a key stakeholder in the process, specifically in the three engagement sessions.

Mr. Denney raised the importance of considering a long-term strategy related to dredged material policy, including reevaluating existing restrictions on the placement of Baltimore Harbor material. Ms. Miller responded that this perspective aligns with broader, long-term capacity discussions, which is more applicable to Recommendation #3, and noted that similar considerations have been

raised in recent CAC discussions, including the potential for future policy or legislative changes. Additional discussion highlighted the need for transitioning toward more science-based decision-making and evaluating alternative approaches to material management. Mr. Munroe added that, despite available data, liability concerns continue to impact end users due to the legal presumption that Baltimore Harbor material is contaminated. Mr. Nemazie asked about the estimated cost of treating contaminated dredged material for special placement and suggested reviewing that cost and presenting it to the legislature. Ms. Miller acknowledged this consideration as an important factor for further evaluation.

Ms. Miller concluded by stating that goals for the three recommendations will be refined based on Committee feedback. The remaining recommendations will be evaluated to determine which ones may need tracking tools and/or goals to be further developed. Updates will be presented at the June 17, 2026, DMMP Management Committee meeting.

3.0 Colgate Creek Project Update

Mr. Darren Swift, MPA

Mr. Swift provided an update on the Colgate Creek Dredging and Innovative Reuse Project, which was undertaken to address navigation needs. The project entails dredging to deepen and widen the existing navigation channel between the Seagirt Marine Terminal and Dundalk Marine Terminal. The project was split into two phases, with Phase I producing approximately 70,000 cubic yards (cy) of material, which was placed at the Masonville Dredged Material Containment Facility (DMCF), and Phase II estimated to produce an additional 160,000 cy of material. Mr. Swift noted that input from The Association of Maryland Pilots helped identify high spots as well as creating a tug shelf to support vessel maneuverability during berthing operations. This project marks the first implementation of the Direct Into Geotube (DIG) dewatering process, providing insight into potential large-scale applications at sites such as the Cox Creek DMCF and the Cox Creek Sediment Technology and Reuse (STAR) Facility, while supporting capacity preservation.

Mr. Swift presented a dredging template depicting where material was removed to achieve a depth of 44 feet (ft). The template also showed the tug shelf at a depth of 22 ft.

Mr. Swift described the dewatering operations at the Cox Creek DMCF. Dredged material was transported by scow to the unloading pier, where most sediment from Colgate Creek was hydraulically offloaded. Water from the DMCF was pumped into the scows to create a slurry, which was then pumped to the geotube field for dewatering. A small amount of hard clay encountered during dredging was more efficiently unloaded mechanically into off-road trucks and transported to an upland stockpile at the DMCF.

The slurry was pumped from the pier to the polymerization area and screened to remove debris such as trash and rocks. Polymer was automatically injected based on slurry density and adjusted through periodic testing. The treated slurry was then pumped into geotubes, where the polymer caused fine particles to clump together, accelerating dewatering. Decanted water flowed to a sump and was pumped back to the waterside DMCF. To maintain drainage, contractor staff periodically agitated the geotubes to clear clogged openings. The polymer used is approved by MDE for sediment control, eliminating the need for modifications to the discharge permit.

Dewatering was accomplished through a total of 57 bags, ranging from approximately 150 to 355 ft in length with diameters between 30 to 75 ft, arranged in the upland cell of the Cox Creek DMCF.

Geotubes were periodically sampled to assess water content and dewatering progress over time, with composite samples collected from multiple locations within each bag to provide representative results. Data was variable due to differences in material and between bags, as well as factors such as fill timing, layering, and weather. Paint filter tests were also conducted to evaluate suitability for on-road transport; material that did not release free water within five minutes was considered acceptable and unlikely to leak. The material is currently planned for transport to the Masonville Kurt Iron Slip for stockpiling and future dike raising, and to the Hawkins Point DMCF for site closure and grading.

The project demonstrates the viability of the DIG process to manage dredged material on a large scale outside the DMCFs with sufficient space and time. The DIG process includes additional considerations, as encountering gravel and cobble may require extra screening to manage coarse material, while hard clay can require additional time and specialized equipment to ensure efficient offloading and dewatering.

Mr. Denney asked if there is potential for smaller amounts of dredged material to be effectively dewatered using the DIG process, noting the importance of scalability for the private sector. Mr. Swift verified that quantities could vary and that MPA plans to set up a geotube field at the Cox Creek STAR Facility.

Mr. Bibb noted that the project took place while the POB was operational, with cargo ships having the right of way over dredging, causing the extended timeline.

Ms. Nelson asked if the project yielded any capacity findings regarding how quickly the material can be brought in, dried, and removed. Mr. Swift stated that the removal of dried material has not yet taken place, as the team is waiting for a hauling contract. Ms. Nelson inquired if ultimately the geotubes will shorten the amount of time dredged material is at the DMCF, noting how much space the tubes take up. Mr. Swift stated that the goal is to avoid material going to the DMCFs in the first place and that testing and other factors extended the amount of time the material has been in the geotubes. It was also noted that the geotubes can be stacked up to three tubes high. Ms. Miller emphasized that this was a pilot project and that the goal is to learn.

4.0 Capacity Recovery at Cox Creek

Kelvin Moulden, MPA

Mr. Moulden provided an overview of capacity recovery efforts at the Cox Creek DMCF and potential IR opportunities for material generated from the Colgate Creek project. MPA has identified placement needs at the Hawkins Point DMCF South Cell, with approximately 60,000 to 90,000 cy of stockpiling capacity, and 44,000 cy needed for site closure and grading. The Masonville Kurt Iron Slip can accommodate up to 150,000 cy for stockpiling and future dike raising. A blending study is being conducted with the Colgate Creek material to evaluate whether targeted amendments can make it suitable for structural engineering applications at the Masonville DMCF. These locations could accommodate the full volume of Colgate Creek material if needed. Additional IR opportunities were highlighted, including the BGE Riverside Project, which is on hold due to concerns of elevated arsenic levels in the material, and the Baltimore Peninsula Project, which is on hold due to internal development issues.

Mr. Ortt inquired if the arsenic levels are notably higher than naturally occurring levels, noting that arsenic levels are elevated in coastal plain sediments. Mr. Moulden stated that based on

preliminary sampling and characterization, the material is preliminarily categorized as Category 3, largely due to the elevated arsenic levels. Once the material is processed and blended, that classification could change. The findings will be sent to MDE for concurrence.

Mr. Moulden stated that, in addition to the work being done to expand traditional capacity at Cox Creek, MPA is also making progress in the development of the Cox Creek STAR Facility, which will serve as a hub for MPA's IR and BU program, a critical component of the rolling 20-year capacity plan. Phased environmental remediation and site preparation activities at the site are ongoing to allow dredged material processing to begin as soon as possible. State fiscal year (SFY) 26 marks the start of a five-year scale-up period, during which the Cox Creek STAR Facility will process gradually increasing volumes of dredged material. Approximately 1.2 million cubic yards (mcy) of dredged material is anticipated to be recovered during the five-year scale-up period. The projections may evolve with the potential development of IR at the Cox Creek STAR Facility.

Regarding active recovery efforts at the Cox Creek DMCF, MES is using a pontoon excavator to relocate material from the waterside cell bottom to the interior slopes of the dike to promote drying, with approximately 3,500 cy moved to date, contributing toward a SFY26 capacity recovery target of 50,000 cy. A dredging project at Shallow Creek is ongoing, where approximately 27,000 cy of material is being mechanically offloaded into the Cox Creek DMCF. The material is being separated as it is offloaded, as sandier material can be used to support higher-value reuse and capacity preservation. Approximately 500 cy of sandier material has been diverted from the Cox Creek DMCF to date. Additionally, MES on behalf of MPA has issued a Capacity Recovery Request for Proposals (RFP) for private industry to reclaim 50,000 cy from the Cox Creek DMCF waterside cell, with bids due March 27, 2026.

A pilot project evaluating geotextile fabrics and polymers for dewatering is underway, with initial phases completed and results expected to inform future large-scale operations. This project analyzes different combinations of various fabrics and polymers to see what best suits Cox Creek DMCF dredged material. Geotextile fabrics and polymers are not uniform across all applications when being utilized for dewatering and therefore the pilot project will inform future operations and may identify a "just-right" pairing for effectively dewatering Cox Creek DMCF material.

As part of efforts to reclaim capacity from the Cox Creek DMCF, MPA is planning to set up a geotube dewatering field at the Cox Creek STAR Facility. The designated 7-acre area is potentially capable of processing 5,000 to 7,000 cy per acre with typical dewatering durations of approximately 60 to 90 days. Supporting infrastructure, including stockpile areas and a cross-property access road (CPAR) are being developed to facilitate continuous operations and material movement between the Cox Creek DMCF and the Cox Creek STAR Facility. Additionally, three auxiliary stockpiles are planned on the Cox Creek STAR Facility property with a total capacity of 32,000 cy, which could hold dewatered geotube material if needed.

MPA is exploring additional partnering opportunities, including pursuing a Memorandum of Understanding with local public agencies and industry along with partnerships with soil producers and suppliers and commercial real estate developers.

5.0 US Army Corps of Engineers Report

Mr. Michael Hart, CENAP
Mr. Eric Lindheimer, CENAB

Mr. Joe Bieberich, CENAB

CENAB Update

Mr. Lindheimer provided a general update from USACE stating that the Assistant Secretary of the Army for Civil Works, Adam R. Telle, recently provided direction to USACE to focus on improving efficiency through an initiative called Building Infrastructure, Not Paperwork (BINP). There are several components to this initiative, including increasing dredging capacity, evaluating time-of-year restrictions, and prioritizing civil works projects. USACE is still waiting for additional guidance on how the initiative will be implemented.

The Virginia Approach Channels Cape Henry dredging project is progressing with approximately 1.1 mcy of material removed to date out of the estimated 1.6 mcy total anticipated. The project remains on schedule for completion by April 16, 2026.

The Federal Fiscal Year (FFY) 26 Baltimore Harbor and Channels contract was awarded, however, mobilization has been severely delayed. Dredging is expected to begin in early April 2026 but will be constrained by environmental restrictions prohibiting dredging beyond April 15, 2026. Coordination with stakeholders is ongoing to prioritize channels and minimize impacts, and potential options, including exceptions, are being explored. There will be monetary impacts. Looking ahead to future dredging cycles, USACE is adjusting the procurement schedule to improve efficiency by awarding contracts at the end of the FFY to allow for earlier mobilization and an October start. An upcoming project is anticipated to include approximately 710,000 cy from Brewerton Angle and Curtis Bay to be placed at the Cox Creek DMCF and approximately 1.6 mcy from Cutoff Angle, Upper Range, Craighill Angle, and Craighill Entrance to be placed at the Paul S. Sarbanes Ecosystem Restoration Project at Poplar Island (Poplar Island). Solicitation is expected by July 18, 2026 and contract award is anticipated on August 18, 2026.

Ms. Bradford stated that, for the Seagirt Loop Modification Project, the Maryland Historical Trust (MHT) completed review of the Cultural Report with no additional comments. USACE will provide the final letter to MPA upon receipt from MHT. Due to the potential presence of munitions and explosives of concern (MEC), USACE has developed a Draft Explosive Safety Submission (ESS) that is currently under internal review. Upon completion of MPA review and following input from industry, the ESS will be submitted to the Department of Defense Explosives Safety Board for formal review and approval. Development of the Revised 60% Design is anticipated to begin June 1, 2026. Due to MEC related considerations, the project schedule has been adjusted, with dredging now anticipated to occur in the winter of FFY27–28.

Mr. Bieberich stated that operations at Poplar Island remain on schedule, with the contractor mobilized and dike raising for Cell 6 and Cell 11 completed. Remaining capacity is estimated at approximately 21 mcy or 31%.

For the Mid-Chesapeake Bay Island Ecosystem Restoration (Mid-Bay) Project, two efforts are underway. At Barren Island, construction is approximately 50% complete, with some delays attributed to icy conditions. The Honga dredging is slated for Fall 2026/Winter 2027. At James Island, the first construction contract is scheduled for award on March 23, 2026, ahead of schedule, while design for Phase II is approximately 75% complete with anticipated completion in July 2026. The goal is to award the second contract in the fall of 2026.

Regarding the U.S. Coast Guard Curtis Creek Improvement Dredging project, the primary challenge has been identifying utility ownership within the project area, though progress is ongoing. Dredging is currently expected to begin in FFY28. Mr. Denney asked where the material from Curtis Creek will be placed. Mr. Bieberich responded that the material will be placed at the Masonville DMCF. This project is federally funded by the U.S. Coast Guard.

CENAP Update

Mr. Hart stated that Curtin Maritime returned to the C&D Canal site in early March after delays caused by winter storms and icy conditions. The contractor is progressing faster than expected and anticipates completing dredging by March 31, 2026, with minor follow-up work extending into April 2026. The need for an environmental window extension is not expected.

6.0 Citizens Advisory Committee Report

Adam Lindquist, Chair, CAC

Mr. Lindquist provided an update from the February 25, 2026, CAC meeting at which Hart-Miller Island was a primary topic of discussion, including continued interest in closure of the cell and a request from the CAC for a presentation outlining potential closure options. Community members also expressed continued support for full staffing at Hart-Miller Island for the 2026 season. Mr. Lindquist further highlighted ongoing discussions regarding potential modifications to the embargo requirements on Baltimore Harbor dredged material and emphasized the importance of robust CAC engagement, noting that the topic is likely to receive public and media attention and will require a strong community engagement strategy.

Updates were provided from the Waterfront Partnership of Baltimore, noting several upcoming events, including Waterfront Week during the first week of June; a press event on June 5, 2026, for the opening of a new ADA-accessible kayak launch near the Rusty Scupper; and the Baltimore Flotilla scheduled for June 13, 2026, with approximately 300 participants anticipated. Mr. Lindquist also noted the upcoming 12th Anniversary celebration of Mr. Trash Wheel, including a music video event and additional activities planned later in April. Additional Baltimore Harbor swimming events are being planned for the spring season using a flexible, condition-based “pop-up” approach. Increased interest from multiple organizations reflects growing enthusiasm for expanded water access and recreational opportunities in the Baltimore Harbor.

7.0 Open Discussion

All Members

Ms. LaRouche provided an update on BU projects along the Wicomico River, noting that funding is available to support habitat restoration in nutrient-damaged marshes. USFWS is collaborating with USACE, Wicomico County, Ducks Unlimited, Audubon, and other partners to identify suitable restoration sites of thin land and salt marshes across both private and public lands. Ms. LaRouche emphasized the value of the ongoing collaboration and the use of shared data to inform and prioritize effective restoration opportunities.

8.0 Adjourn

Ms. Holly Miller, MPA

Ms. Miller adjourned the meeting. The next DMMP Management Committee meeting is scheduled for June 17, 2026.