

**SUMMARY OF THE DREDGED MATERIAL MANAGEMENT PROGRAM
CITIZENS' ADVISORY COMMITTEE MEETING
North Point-Edgemere Volunteer Fire Department Hall – 7500 North Point Road,
Baltimore, MD 21219
February 25, 2026, at 5:30 PM – Hybrid Meeting**

Attendees:

Baltimore City Department of Planning: Jazmin Kimble
Baltimore City Department of Transportation: Mike McGeady
Blue Water Baltimore: Barbara Johnson
Chesapeake Bay Association, Inc.: Frank Neighoff
Citizens Advisory Committee (CAC): Angie Ashley (Facilitator), Adam Linquist (Chair)
EcoLogix Group: Steve Pattison
Fort Howard Community Association: Scott Pappas
Hart-Miller Island C O C: Paul Brylske (Chair)
Living Classrooms Foundation (LCF): Lorraine Warnick
Maryland Environmental Service (MES): Saeka Foreman, Christine Offerman
Maryland Port Administration (MPA): Danielle Fisher, Holly Miller, Kelvin Moulden, Darren Swift
Masonville CAC: Anita Kestel (Chair)
National Aquarium: Laura Bankey
North Point Peninsula Council: Francis Taylor
Old Bay Marina: Brian Hall
Sustainable Energy and Climate Action Plan (SECAP): Russell Donnelly
Tradepoint Atlantic (TPA): Peter Haid
US Army Corps of Engineers: Jo Ann Grundy
University of Maryland Center for Environmental Science (UMCES): Elizabeth Price

Action Items:

- MPA will provide more information regarding the redevelopment proposal of the property adjacent to Swan Creek wetlands via email.
- Sail250 will be held from June 23 through June 30. Ms. Ashley will provide the committee with information related to Sail250.
- Ms. Ashley will send a follow-up email to the CAC regarding the dates for upcoming events at the Inner Harbor.

1.0 Welcome and Introductions

Angie Ashley, CAC Facilitator

Meeting materials are at the following link: [CAC 2026 - Google Drive](#). Ms. Ashley began the meeting with introductions. Ms. Ashley reviewed the September CAC meeting action items that were completed and currently in progress.

2.0 Opening Remarks

Adam Lindquist, CAC Chair

Mr. Lindquist requested a motion to approve the September 23, 2025, CAC meeting summary. The Committee approved the meeting summary without changes.

Mr. Lindquist provided an update on the items that were discussed during the 2025 Dredged Material Management Program (DMMP) Annual Meeting, as well as the two DMMP Executive

Committee Meetings that were held in October and November 2025. Mr. Lindquist stated that legislation to set a moratorium on Maryland Department of the Environment (MDE) and the Maryland Board of Public Works (BPW) application approvals for Confined Aquatic Disposal (CAD) within the Baltimore Harbor was passed. The legislation was vetoed by Governor Wes Moore but was overridden by Maryland Legislators led by Senator Bryan Simonaire. The Maryland Port Administration (MPA) would uphold the moratorium whether or not the legislation was in place. The Bay Enhancement Working Group (BEWG) CAD Subcommittee Report provided by the BEWG CAD Subcommittee is available on the [DMMP website](#). Ms. Miller also noted that a webinar was held in Fall 2025 to help present the BEWG CAD Subcommittee Report to anyone interested in learning the outcome of the CAD Subcommittee effort. The CAD Webinar is also posted on the [DMMP website](#). Many of the questions asked during the CAD Webinar were answered during the session, but a written response will be provided in the near future for all questions submitted.

Mr. Lindquist stated that the community had concerns regarding DNR staffing at Hart-Miller Island (HMI). The Maryland Department of Natural Resources (DNR) is working to ensure full staffing at HMI in the coming year. Ms. Ashley noted that HMI is open seasonally, so staffing is anticipated between May and September.

There have been discussions between DNR and MPA regarding the closure of the HMI North Cell. It is requested that the options on the closure of the North Cell and the transfer of ownership after closure be presented during the next CAC meeting. Mr. Brylske stated that three options were shared during the January HMI Citizens Oversight Committee (C O C) meeting.

Mr. Pappas noted the North Cell's inactive status, requesting further clarification on the steps needed to decommission the area and whether any closure pathway could allow for continued maintenance by MES. Mr. Pappas further noted a previously held understanding that the North Cell was permanently closed and ineligible for future use, expressing strong support for advancing a process that leads to the site's permanent closure. Mr. Brylske clarified that the process of reviewing the three previously mentioned options will lead to the closure of the North Cell, which will then be transferred to DNR for incorporation into the state park. Closure of the North Cell will benefit the community and has been advocated for since 2009. Mr. Brylske elaborated that any change to the North Cell's designation must be accomplished through an established agreement. The development of this agreement remains a priority. Ms. Ashley highlighted that the three options will be discussed during the [April 14, 2026 HMI C O C meeting](#) as well as during the [July 1, 2026 CAC Meeting](#). Throughout the process, DNR and MPA will continue to provide updates.

3.0 Announcements

Holly Miller, MPA

Ms. Miller stated that MPA has been hosting "Get the Scoop on Dredging" workshops to help provide the community with details on dredging. The next workshop is scheduled to take place on March 24, 2026 at 5:30pm at Our Lady Mt. Carmel High School (1704 Old Eastern Ave, Essex, MD 21221).

A housing and redevelopment project is being proposed adjacent to the Cox Creek DMCF. A community meeting is scheduled to take place on March 5, 2026, at 6:30pm at the Riviera Beach Library, to discuss project impacts and to gather community input and questions. MPA will

provide more information regarding the redevelopment proposal adjacent to Swan Creek Wetlands via email.

In direct response to the Annual Report recommendation, the development of a comprehensive plan for the closure of the North Cell at HMI has started, which includes the presentation of the three options. The effort will ensure that the closure process is protective of the environment, compliant with regulatory requirements, and aligns with the long-term site management goals identified by DNR. The planning will also evaluate policy considerations, technical details, funding constraints and opportunities, and timelines. Planning will take place in collaboration with stakeholders to ensure that everyone agrees as the plan moves forward.

The three options will be discussed in more detail at the HMI C O C meeting in April. Next steps, following the April meeting, are anticipated to include framework development for the comprehensive plan. Mr. Pappas requested that it be noted for the record that the community on the opposite side of Back River also wanted the HMI North Cell closed.

Mr. Donnelly asked how close the housing and redevelopment project will be built in relation to the Cox Creek DMCF. Ms. Miller stated that the project will take place directly adjacent to the Cox Creek Forested Conservation Easement. Mr. Donnelly followed up asking if there would be a buffer zone between the easement and the housing and redevelopment property. Ms. Miller stated that there would be no buffer zone. Information regarding the project will be provided via email for the Committee to review.

The location proposed for the housing redevelopment project was previously zoned for heavy industrial use. In June 2025, Anne Arundel County changed the zoning to mixed-use. The adjacent area is heavily industrialized, with various industrial activities present, such as Baltimore Gas & Electric (BGE), Brandon Shores Power Plant, and a wastewater treatment plant. MPA noted that the area is more heavily industrial than mixed-use and is concerned that this may not be accurately conveyed to potential new residents. Mr. Pappas asked if the project is adjacent to I-695. Ms. Miller stated that the project will be located at the intersection of Kembo Road and Fort Smallwood Road.

4.0 DMMP Annual Report

Darren Swift, MPA

Mr. Swift provided an overview of the 2025 DMMP Annual Report, which is available on the [DMMP website](#). Mr. Swift reviewed the “Funding and Policy” section of the Annual Report. MPA’s ability to deliver long-term projects is strengthened by policy and political support and through strong partnerships with federal agencies and the Maryland Congressional Delegation. The federal prioritization of the Mid-Chesapeake Bay Island Ecosystem Restoration project (Mid-Bay) was secured in 2025 to ensure that the project can advance on time. The Masonville Cove Partnership, which includes MPA, Living Classrooms Foundation (LCF), the National Aquarium, and U.S. Fish and Wildlife Service (USFWS), has raised over \$500,000 in 2025. MPA has worked with political partners at the federal level to support the Water Resources Development Act (WRDA) which was passed in late 2024. The WRDA includes key provisions to advance the Mid-Bay and Seagirt Loop projects.

Mr. Swift stated that the long-term sustainability of the POB depends on the ability to plan decades ahead of time while adapting in real time. MPA anticipates planning to dredge 100 million cubic yards (mcy) of material for the 20-year rolling plan. Compared to other channels, the Baltimore Harbor Channel holds most of the challenges with capacity. The Baltimore Harbor Channel requires about 23.1 mcy of material to be dredged, and there is about 28.6 – 30.4 mcy of remaining

placement capacity, which includes Cox Creek Expanded, Masonville DMCF, and the Innovative Reuse (IR) and Beneficial Use (BU) Program. Sufficient capacity is projected through 2045.

The +60 feet (ft) dike raising at the Cox Creek DMCF was substantially completed in 2024, but in 2025, MPA worked on further excavation to maximize the capacity in the Upland cell. There is about 250,000 – 300,000 cy of additional clay to excavate which would increase the site capacity to approximately 15 mcy of material. The design effort for the +80 ft dike raising began in 2025 and is anticipated to finish by the end of 2026. Construction for the +80 ft dike raising is anticipated to begin in 2029.

The design for the Swan Creek Nature Trail (SCNT) was completed and is currently going through the procurement process. It is anticipated that the contract for the SCNT will be awarded in the near future. There are several time-of-year (TOY) restrictions for the SCNT, such as forest interior dwelling species, so the construction window is very restricted. The construction is anticipated to be completed by the end of 2026 or early 2027.

The expansion and improvement activities at the Masonville DMCF and Masonville Cove are yielding results. The 30+ ft dike raising was completed ahead of schedule. The design for the +42 ft dike raising was completed at the end of 2025, and the procurement process is anticipated to begin soon, with construction beginning in July 2026. The +45 ft dike raising will be the final elevation for the Masonville DMCF. Once the construction is complete, the capacity of the Masonville DMCF will be approximately 10.4 mcy.

A new economic study was conducted at the Masonville Cove Education Center by an economist from Morgan State University and the University of Maryland Center for Environmental Science (UMCES). This study found that the Education Center has an economic value of over \$10 million. The evaluation underscores Masonville Cove's role as a vital resource for residents and the environment. In 2025, Masonville Cove was designated as a Chesapeake Gateway network site, enhancing national recognition and improving access to the regional urban wildlife refuge.

MPA and its partners have secured two grants, totaling approximately \$3 million, to support the design of the Masonville Cove Connector. The shared use path will connect Masonville Cove to the Gwynn Falls Trail in the nearby communities. The design for the path is currently underway, and the full design is anticipated to be completed in 2027.

The Paul S. Sarbanes Ecosystem Restoration Project at Poplar Island is an international model for BU to restore remote island habitat. Poplar Island is the single largest DMMP site with a total capacity of 72 mcy. Approximately 24 mcy of capacity to accept dredged material remains. This year, the National Oceanic and Atmospheric Administration (NOAA) and its partners will examine the juvenile oyster population, focusing on its ability to settle on stone reefs, how fish use the habitat and restored marshes, and the impact of diamondback terrapin development. Scientific learning from Poplar Island is anticipated to be applied to the Mid-Bay project.

The HMI 5-miler was held in 2025 and was hosted by DNR and MPA in coordination with Charm City Run. The event welcomed 104 racers and 25 spectators. HMI is also a birding hotspot where 229 species of birds have been recorded.

The strategy document for the IRBU Program was recently updated and was advanced to the Executive Committee for approval. Many of the recommendations provided in the strategy document were accomplished, and some of the recommendations could be retooled for the Innovative Reuse Committee (IRC) and IRBU Program. A few BU opportunities in the Baltimore

Harbor were achieved, such as the Stoney Beach Community Living Shoreline project in which MPA helped provide material.

MPA has initiated planning for a geotube drying field to start reclaiming capacity at the Cox Creek DMCF. In addition to expanding dredged material placement at the Cox Creek DMCF, MPA has been making progress in developing the Cox Creek Sediment Technology and Reuse (STAR) Facility, which will serve as the future hub for IR of dredged material.

A Request for Information (RFI) for IR was issued in September 2025, closed in December 2025 and responses are currently being reviewed. The RFI will help identify large-scale IR operations at the Cox Creek STAR Facility.

There are nine (9) Research & Development (R&D) IR projects, and eight (8) have been completed. The remaining project is with the University of Maryland (UMD) where they are studying vegetated earth berms. The R&D projects range from creating bricks and supplementary cementitious material (SCM) from dredged material to mixing dredged material with other components to create Portland cement. More information on the R&D projects can be found on the [IRBU Program website](#). Harbor Rock, who looked at lightweight aggregates and SCMs, presented at the IRC meeting in February 2026. UMD is scheduled to present at the May 2026 IRC meeting.

Mr. Pappas asked how much of the dredged material can be used for IR versus BU projects. Mr. Swift stated that the amount of dredged material that can be used depends on the final project. Annually, the Cox Creek DMCF receives about 500,000 cy of dredged material, and it is anticipated that the same amount of dredged material will be used for IR projects. As for BU projects, the BEWG BU Subcommittee is currently evaluating MDE's IRBU Guidance Document to determine ways to provide clarity and streamline the BU section. In contrast to the BU section, the IR section of the Guidance Document is very clear on how dredged material can be reused. Mr. Pappas asked if the BU projects are confined to the Patapsco River. Mr. Swift stated that BU of Harbor Material is confined to the Baltimore Harbor as defined by the North-Point/Rock-Point Line.

Mr. Neighoff inquired about the percentages of clay and fine material in the dredged material from the Patapsco River. Mr. Swift stated that the general composition of the dredged material that is received at the Cox Creek DMCF is about 90% fine-grained material identified as silty clay soil. Although it would be easier to manage sand or coarser material, MPA has found IR and BU solutions to manage the fine-grained material.

Mr. McGeady asked if the 20-year estimation only accounts for maintenance dredging or if it also includes other activities. Mr. Swift stated that federal channels are the main focus for dredging, but MPA also accepts other materials from private projects. Ms. Miller added that MPA prioritizes maintenance material but may accept new projects such as Seagirt Loop. Mr. Hall asked if MPA would be able to accept small amounts of material from Baltimore County. Ms. Miller stated that the material can be accepted at the Cox Creek DMCF or Masonville DMCF as long as the material is sourced from within the North-Point Rock-Point Line. MPA is currently working with Baltimore County on projects and accepting the associated material at the Cox Creek DMCF.

Mr. Donnelly asked if the Cox Creek DMCF and Masonville DMCF accept Category 1 material. Ms. Miller stated that Category 1, 2, and 3 materials can be accepted at the Cox Creek DMCF and Masonville DMCF. Category 4 material is not accepted.

It was inquired about coordination related to the Masonville Cove Connector highlighting that the planning location is along a truck route. Ms. Miller stated that MPA is in coordination with Baltimore Industrial Group and relevant stakeholders to help balance industrial and community needs.

5.0 U.S. Army Corps of Engineers Report

Jo Ann Grundy, USACE

Ms. Grundy reviewed the USACE report. The contract for federal fiscal year (FFY) 26 was awarded in the first quarter, but there have been significant delays due to the winter weather. The Bay Channels are being dredged first, with mobilization at Poplar Island beginning on February 13, 2026, and new piping currently being set up. Dredging is scheduled to begin on April 1, 2026, but may be delayed by a week depending on whether a TOY restriction waiver can be obtained for the Chesapeake & Delaware (C&D) Canal project. Dredging work is anticipated to be completed in late June 2026 if the entire anticipated quantity is removed. Another contract award for the Maryland channels is currently under development and is anticipated to be issued in September 2026. The planned channels include Craighill Entrance, Craighill Angle, Cutoff Angle, Upper Range, Brewerton Angle, and Curtis Bay.

Construction is active at the Cape Henry Channel, and about 900,000 cy have been dredged to date. The dredging process is proceeding smoothly and was not impacted by the winter weather due to the location being further south. The dredged material is being placed at the Dam Neck Ocean Disposal site in Virginia. The contract is scheduled to be completed by April 15, 2026. A contract for Rappahannock Shoal is being considered, but it is not certain due to the natural scouring in the area. A condition survey will be conducted, but if the area does not need to be dredged, another set of Maryland channels will be awarded in the first quarter of FFY27.

The design agreement for the Seagirt Loop modification was executed on September 26, 2024. The preconstruction, engineering, and design phase is ongoing. USACE, Baltimore District has been addressing the munitions and explosives of concern (MEC) mitigation impacts on dredging. Construction has been authorized through WRDA 2024. The USACE anticipates deepening and widening the West Seagirt Branch Channel to -50 ft.

The contract for Phase 2 of Barren Island was awarded on August 12, 2024, and the Notice to Proceed was issued on October 3, 2024. Work at Barren Island is currently underway and is approximately 50% complete. The first set of plans and specs for the design of James Island was completed. Approximately \$72 million was provided in the FFY25 work plan. The first construction is anticipated to be awarded in March 2026.

Mr. McGready inquired about time-of-years restrictions and impacts on Baltimore City's Sail250 dredging project which has been delayed by winter weather. Ms. Miller offered MPA support to assist with coordination with MDE regarding a waiver for TOY restrictions.

6.0 2025 Engagement Review

Danielle Fisher, MPA

Ms. Fisher reviewed how dredging operations fueled stewardship and engagement at MPA in 2025. MPA has hosted 25 committee meetings and 611 events, which included open houses, "Get the Scoop on Dredging" workshops, tabling events at schools, and community events. Through these events, MPA engaged with over 18,000 Marylanders. MPA hosted 28 shoreline cleanups, engaged with shoreline communities, and provided 16 terminal tours to allow people to see the

economic engine at work. The terminal tours resulted in engagement with 300 community members, business leaders, and non-profit organizations.

MPA began using several strategies to expand outreach to better serve diverse stakeholders with community initiatives. One strategy was creating the iMPAct Report series, which provides brief details on MPA's work in specific Maryland jurisdictions. They include Baltimore City, and Baltimore, Anne Arundel, Dorchester, and Talbot Counties. The iMPAct Reports are available on the [DMMP website](#). MPA also has a Spotlight series, which are videos that present technical topics in a digestible way.

"Friends of" volunteer groups expanded at Masonville Cove and HMI. Through collaboration with the Friends of HMI, funding was secured allowing for two (2) coordinators to be hired for the friends group at each site. This will help expand access to the sites, the ability to conduct programming, and increase volunteers.

During 2025 MPA hosted two "Get the Scoop on Dredging" workshops to allow communities, stakeholders, and those that are interested in dredging to talk one-on-one with experts.

Ms. Fisher recommended subscribing to the EcoPort newsletter (ecoport@marylandports.com) as the most up-to-date information is provided through the newsletter. Subscription to the EcoPort newsletter can be found on the [DMMP website](#).

Workforce development also plays a huge role in MPA's engagement. MPA has visited 469 schools offering environmental education programs and Science, Technology, Engineering, and Math (STEM) programs. Around 36% of the schools are Title 1 schools, and 27% are certified Maryland Green Schools by the Maryland Association of Environmental and Outdoor Education (MAEOE). MPA served 11,000 students, and through the Masonville Cove Partnership, an additional 3,613 students were served. In partnership with the Baltimore Port Alliance (BPA), the Hiring and Career Expo is held at the Community College of Baltimore County, Dundalk campus each year. In 2025, 300 job seekers and 43 employers attended the event. The next career event is scheduled for April 30, 2026.

The Terrapin Education Research Partnership (TERP) Program placed 182 baby terrapins from Poplar Island in Maryland classrooms this year. The terrapins will be released at Poplar Island at the end of the program. MPA has a new ambassador, Dr. Tallulah Terrapin, for the TERP Program. Dr. Tallulah Terrapin made her debut at the MAEOE conference on February 20, 2026. The ambassador will help connect students and families to the Chesapeake Bay and provide environmental education in a fun way. Dr. Tallulah and friends can be followed either on Facebook or Instagram at @TerrapinTales1706. On social media Dr. Tallulah will provide updates on the TERP Program as well as MPA's sites.

7.0 Roundtable Remarks

DMMP Committee Chairs

Cox Creek C O C

On behalf of Mr. Gary Gakenheimer, Ms. Ashley stated that the Cox Creek Open House is scheduled to be held on October 17, 2026.

Masonville CAC

Ms. Kestel stated that the next Masonville CAC meeting is scheduled for March 4, 2026. In addition to the new coordinator for the Friends of Masonville Cove, a new Board of Directors for the Friends group has been established, and an executive committee has been selected.

Mr. Lindquist stated that Mr. Trash Wheel's 12th birthday party, which will serve as a fundraiser, will be hosted on April 24, 2026. A music video for Mr. Trash Wheel will be filmed on March 21, 2026. A band will be performing on Mr. Trash Wheel at the Inner Harbor near the Science Center, and there is a public call for extras to participate in the video. The music video will be premiered at the birthday party. Mr. Lindquist also stated that there is now a Mr. Trash Wheel mascot costume for use.

Mr. Lindquist stated that the Waterfront Partnership is kicking off its first annual Waterfront Week, the first week of June 2026. The Waterfront Week will be a series of different events near the waterfront, many related to water recreation. A ribbon-cutting ceremony for the Inner Harbor Kayak Launch will take place on June 5, 2026. The new kayaking launch will open up a new trail, the Inner Harbor Heritage Water Trail, which will connect the Inner Harbor to Fells Point in Baltimore City. There will be self-service kayak rental kiosks at both locations. The Waterfront Week will also include a festival called "Baltimore x Baltimore" at the Inner Harbor on June 6, 2026, and a big kayaking rally called Baltimore Flotilla at the Inner Harbor on June 13, 2026. Mr. Hall stated that kayaking is a great gateway to get more people involved with the waterfront. Mr. McGeady stated that the Beach Boys will be playing on June 6, 2026, at Pier 6 Pavilion. Sail250 will be held from June 23 through June 30. Ms. Ashley will provide the committee with information related to Sail250.

Hart-Miller Island C O C

Ms. Ashley stated that the Friends of HMI were successful in receiving two grants, one from the Chesapeake Bay Trust (CBT) for programming on HMI, and the other from the National Fish and Wildlife Foundation, which will provide funding for the two coordinators for the Friends of HMI and Friends of Masonville Cove. Mr. Brylske stated that interviews were conducted and completed on February 25, 2026. The two new coordinators will be selected by the end of March 2026. Funding sources include Trade Point Atlantic and the US Fish and Wildlife Service.

8.0 Open Discussion & Adjourn

All Members

Mr. Pappas inquired about reviewing the Category 1 material from the Baltimore Harbor to see how viable it would be for BU projects outside of the Patapsco River. Ms. Ashley stated that Poplar Island and Mid-Bay are large-scale BU projects for material dredged from the Chesapeake Bay Approach Channels. MPA has just started a technical committee, the BEWG BU Subcommittee, to investigate increased use of BU in the Baltimore Harbor. Mr. Moulden added that the BU Subcommittee includes a variety of stakeholders, including state government, non-profits, and engineering firms. At the conclusion of the meeting series, a report will be developed which will include a set of recommendations for updates to the Guidance Document that will be provided to MDE. The recommendations will be applied statewide with the Baltimore Harbor being the main focus for MPA. The report is anticipated to be shared in Fall 2026. Ms. Miller stated that data-driven studies will help evaluate the dredged material as well as help decide on options to manage the dredged material.

Ms. Ashely thanked the attendees for their participation. The next CAC meeting will be held on July 1, 2026, to discuss the options for closure of the North Cell at HMI. The following meeting will be held on October 21, 2026, to review the DMMP Mid-Year Report and receive updates from the BEWG BU Subcommittee. The CAC field trip will be held on August 21, 2026, at Poplar Island.