

**FINAL SUMMARY OF THE
DREDGED MATERIAL MANAGEMENT PROGRAM
MANAGEMENT COMMITTEE MEETING
September 17, 2025, 10:00 AM
World Trade Center Institute, Stanton Room
401 E. Pratt Street, Baltimore, Maryland 21202**

Attendees:

Angie Ashley Consulting: Angie Ashley
Association of Maryland Pilots: Captain Eric Neilsen*
Arcadis: Albert Buell
Audubon Mid-Atlantic: Jim Brown
Baltimore Port Alliance (BPA): Rupert Denney*
Citizens Advisory Committee (CAC): Adam Lindquist (Chair)*
Council Fire: George Chmael
Maryland Environmental Service (MES): Marni Dolinar*, Mackenzie Miller, Madeline Morrell
Maryland Department of the Environment (MDE): Heather Nelson
Maryland Department of Natural Resources (DNR): Richard Ortt*
Maryland Department of Transportation (MDOT) The Secretary's Office (TSO) Office of Environment: Eddie Lukemire
Maryland Port Administration (MPA): Dave Bibo, Nichol Conley, Danielle Fisher, Rachael Gilde, Margaret Hamby, Katrina Jones, Holly Miller*, Rachel Miller, Kelvin Moulden, Amanda Peñafiel, Joseph Ross, Darren Swift, Nathan Thompson
National Oceanic and Atmospheric Administration (NOAA) Fisheries: Jonathan Watson*
Rukert Terminals Corporation: Andrew Gray*
University of Maryland Center for Environmental Science (UMCES): Dr. Fernando Miralles-Wilhelm*
U.S. Army Corps of Engineers, Baltimore District (CENAB): Trevor Cyran, Tyrone Hansboro, Rachel Kierzewski, Eric Lindheimer*, Laura Searles
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:

- DMMP Management Committee members will review the June 18, 2025, draft meeting summary and provide edits to MPA by September 24, 2025 (*completed*).
- DMMP Management Committee members will review the 2026 DMMP Annual Recommendations and provide edits or suggestions to MPA by October 1, 2025 (*completed*).
- DMMP Management Committee members will provide any comments or feedback on the Innovative Reuse and Beneficial Use Strategy Update before the October 27, 2025 DMMP Executive Committee meeting (*completed*)

1.0 Convene and Welcome

Ms. Holly Miller, MPA

Meeting materials can be found at the following link: [9/17 Management Committee Meeting](#). Ms. Miller welcomed attendees, called the meeting to order, and encouraged ongoing participant engagement. Committee members were asked to review the June 18, 2025, DMMP Management Committee draft meeting summary and provide edits to MPA by September 24, 2025.

Ms. Miller congratulated Ms. Dolinar on her upcoming retirement and thanked Ms. Dolinar for her partnership and dedication to the DMMP and MPA.

2.0 Navigation, Innovation, and Stewardship Update

Ms. Holly Miller, MPA

Ms. Miller stated that the [DMMP website](#) has been expanded with the goal of providing up to date information for stakeholders. A new mechanism for providing information is [“Spotlight Series”](#) videos, intended to provide comprehensive updates. Three videos have been uploaded to date, including “Innovation”, “Dredged Material in Maryland”, and “Confined Aquatic Disposal (CAD) Pilot Project”. Additionally, a [“County iMPact Report”](#) section has recently been added to the DMMP website. Each iMPact Report provides county-specific information about MPA activities and benefits. MPA has published the iMPact Report for Anne Arundel County and Baltimore County, with the Baltimore City, Talbot County, and Dorchester County reports coming soon.

In an effort to make the DMMP website a location where stakeholders can easily obtain information, a [“MPA Newsletters”](#) section has been added, allowing users to access the most recent newsletters, including the ECOPort Newsletter, CAD Bulletin, Masonville Cove Newsletter, and Mid-Chesapeake Bay Island Ecosystem Restoration (Mid-Bay) Project Newsletter. Users are also now able to opt-in for the newsletters through the [“Connect” webpage](#). To provide easy access to all platforms, links to all social media pages were added to each webpage.

In addition to the DMMP website becoming more user friendly, it has also been updated to improve DMMP committee meeting engagement. Committee members are now able to access the [“Committee” webpage](#) and add upcoming meetings to their calendar. Committee members are able to view meeting details, directions, and online registration all in one place. A meeting folder was added to each DMMP committee webpage, providing easy access to meeting agendas, summaries, and other meeting materials.

Any input regarding DMMP website improvements is welcomed and can be sent to ecoport@marylandports.com.

Ms. Miller announced that on Saturday, September 20, 2025, from 9:00AM to 2:00PM the Masonville Cove Partnership will be hosting the 2025 Urban Wildlife Conservation Day at Masonville Cove. This annual free event allows hands-on experiences for community members and nature enthusiasts alike. Additionally, on Saturday, October 18, 2025, MPA will be hosting the annual Cox Creek Open House from 10:00AM to 2:00PM at the Cox Creek Dredged Material Containment Facility (DMCF). This free, fun-filled event offers an opportunity for community members to participate in family-friendly activities and engage with community partners.

3.0 Innovative Reuse and Beneficial Use

Mr. Kelvin Moulden, MPA

Mr. Moulden presented innovative reuse (IR) and beneficial use (B U) updates and began with presenting on the Cox Creek Sediment Technology and Reuse (STAR) Facility, located adjacent

to the Cox Creek DMCF. The Cox Creek STAR Facility acts as a future hub for large-scale IR. MPA purchased the property in December 2022 with a settlement that included an administrative consent order with MDE, MPA, and the previous site owner, providing a roadmap for remediating the site over the next ten years. Upon purchase, the property was divided into five operable units (OU) for remedial activities and the development of Remedial Action Plans (RAP). The RAPs for all five of the OUs have been approved by MDE, allowing the remediation design and implementation to move forward.

MPA has developed a masterplan for short-term and long-term operations and usage of the Cox Creek STAR Facility. Mr. Moulden provided an idea of the amount of space available for MPA dewatering activities and private development for large IR use and capacity recovery. The Upland OU will be the first area to be remediated and ready for IR activities next year. Other areas will become available for IR and site development as remediation activities are completed. MPA will begin dewatering operations in the southern portion of the property closest to the Cox Creek DMCF.

Phased remediation and site preparation activities will allow dredged material processing to begin at the Cox Creek STAR Facility in State Fiscal Year (SFY) 2026, 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 targeted to be recovered during the five-year scale-up period.

In addition to the remediation efforts at the Cox Creek STAR Facility, there have been other ongoing developments. Some of the most recent milestones include recovering underground storage tanks and oil water separators from the property. There are currently structural and environmental assessments ongoing. The Cross Property Access Road (CPAR) construction is now complete, creating a permanent and efficient connection between the Cox Creek DMCF and the Cox Creek STAR Facility.

There is currently ongoing dredging at Colgate Creek, from which the material is directly inflowed into geotubes within the upland cell of the Cox Creek DMCF. This material will need to be removed from the Cox Creek DMCF upland cell quickly to accommodate a future inflow event from the Seagirt Loop dredging project, and there are potential IR end uses within other MPA facilities. The Hawkins Point DMCF South Cell is slated for grading and closeout in the future, which is anticipated to require 44,000 cubic yards (cy). Additionally, the Masonville Cove Kurt Iron Slip may be able to stockpile about 42,000 cy of material that could be used in the next round of dike raising.

In addition to using the resulting material at MPA facilities, there are also potential external uses. The development group for Baltimore Peninsula is interested in fill material at the old Baltimore Sun printing plant property that is going to be demolished. Additionally, BGE Riverside Substation has impacted materials, mostly in emergent wetlands that need to be excavated and is looking to use dredge material as backfill in that area. These projects would account for around 160,000 cy to 170,000 cy of the material.

Results of six out of the nine ongoing IR Research & Development (R&D) projects have been shared and show potential for large-scale implementation. This includes Belden-Eco Products,

Northgate Environmental, FasTrak Express, Susquehanna Concrete Products, Harford Industrial Minerals, and CSI Environmental. The results for the final three IR R&D projects, including the University of Maryland, Northgate Environmental, and HarborRock are expected by early 2026. The University of Maryland project focuses on vegetated earth berms, the Northgate Environmental project focuses on cement clinker and supplemental cementitious material, and the Harbor Rock project focuses on supplemental cementitious material and lightweight aggregate.

Mr. Moulden announced that the Cox Creek STAR Facility Request for Information (RFI) was advertised on September 2, 2025. Respondents have been asked to provide detailed information regarding proposed operations, implementation, scale, production rates, cost, and time frame for development and implementation. Information is being gathered to gauge interest and capability to set up a large-scale IR operation at the Cox Creek STAR Facility. The RFI contains extensive questions covering operational feasibility, technical feasibility, environmental impact, financial considerations, and market interest. It also includes DMMP background, and acknowledges the confidentiality that would be involved in any sort of negotiation or information being provided. As a result of MPA's internal review, it has been agreed that Respondents will be highly encouraged to visit the site for an independent assessment. It is essential that future potential site occupants gain firsthand knowledge of site conditions rather than relying solely on MPA's descriptions. Tours of the Cox Creek STAR Facility are available for those responding to the RFI on September 25, 2025, and November 14, 2025. Each date will include two tours, at 10:00 AM and 1:00 PM, each lasting two hours. Attending the tour is not required; however, it is highly encouraged and may be part of MPA's evaluation and review process. The RFI closing date is December 19, 2025. MPA will assemble a team of experts to review the responses that are received. All information exchanges will be considered confidential.

The IRBU Strategy was last updated in 2020, and a lot of progress has been made since that update. Since the IRBU Strategy document was last updated in 2020, MPA and the Innovative Reuse Committee (IRC) determined that 2025 would be a great year to revisit and update the document to account for IRBU achievements and evolving needs. This timing aligns with the Office of Navigation, Innovation and Stewardship's (NIS) goal to reframe discussions around the next phase of IRBU. Namely, that MPA is looking ahead towards transitioning the IRBU Program from a pilot and research phase to full implementation. The IRBU Strategy updates are being informed by input from the IRC, which is made up of entities from government agencies, non-governmental organizations, environmental groups, and industry partners, to help advise MPA on the reuse of dredged material. The 2020 IRBU Strategy document was reviewed during small group discussions at the February 2025 IRC meeting. Comments from these discussions were reviewed and incorporated by MPA. Mr. Moulden requested feedback from the Committee on the draft document before October 27, 2025, when it will be presented to the DMMP Executive Committee.

Mr. Denney inquired why Kemira was not included as a part of the Cox Creek STAR Facility, in reference to the maps that were shown in Mr. Moulden's presentation. Mr. Moulden stated that Kemira supplies materials for water and wastewater treatment and owns that property. Kemira will continue to be a neighbor to any entities that move onto the Cox Creek STAR Facility property. Mr. Ortt followed up, asking what Kemira's waste products are, stating there could be synergies. Mr. Moulden responded that Kemira provides chemicals and digital services for water

treatment but was unsure what the direct waste products were, but synergy could be further evaluated.

Mr. Denney asked when MPA hopes to decide on the final RFI candidate or acknowledge when a candidate can begin developing the Cox Creek STAR Facility property. Mr. Moulden stated that there have not been enough responses to the RFI yet to confirm a timeline. Mr. Moulden clarified that the RFI is not a procurement, so there is no deadline in that regard. The RFI is an informational “weeding out” to assist MPA in determining which contractors to have direct and detailed conversations with. Mr. Moulden continued by stating that the scale-up timeline presented is a self-imposed schedule that is designed to motivate the completion of the project.

4.0 DMMP Annual Report Planning

Mr. Darren Swift, MPA

Mr. Swift presented on the 2025 DMMP Annual Report planning. There have been changes to the format of the report, and many internal discussions about updating the [2026 DMMP Recommendations](#).

Mr. Swift reminded attendees that in 2024, the Office of Harbor Development was renamed to Office of Navigation, Innovation and Stewardship (NIS). NIS advocates for funding and policies that enable the planning, design, construction, operation, monitoring, and maintenance of sustainable dredge material management options in a setting that prioritizes environmental stewardship, compliance, and partnerships with citizens and other stakeholders.

To align with the new office name and manage the expanded content, NIS proposed a slightly updated report outline. The Committee will be provided with a draft of the 2025 DMMP Annual Report before the November 2025 meeting. The proposed approach for the 2026 DMMP Recommendations is outlined by two goals:

- 1) For MPA to utilize the recommendations as a road map for the upcoming year and align priorities and projects with the recommendations.
- 2) Streamline the recommendations as broader goals and develop work plans for the implementation of each goal, which will include strategies and action items.

These goals were designed specifically for relocating items that were strategies and actions, and to remove examples from the recommendations. The result is a reduced number of recommendations from 14 to 12, and the recommendations are now higher level and concise. MPA reviewed the 2025 DMMP Recommendations put forth in the 2024 DMMP Annual Report to further support the Port of Baltimore (POB) in achieving success that will benefit the region economically, environmentally, and socially for decades.

Funding & Policy

Mr. Swift requested that the Committee review and provide comments on the Funding & Policy recommendations for 2026.

- 1) Ensure favorable legislation and sufficient funding for priority DMMP projects, the USACE navigation program, and projects that benefit and favorably position the POB in new legislation.

- 2) Strive to reduce greenhouse gas emissions to meet the state’s target of a 60% reduction by 2031 and net zero by 2045 and advocate for adequate funding for implementation.

Dr. Miralles-Wilhelm stated that the Maryland Commission on Climate Change goes through a similar process every year to change its recommendations to MDE. From 2024 to 2025, they narrowed their recommendations down from 33 to 14, and from that significant change, they learned that recommendations have the most impact when the “who”, “what”, and “when” are clearly stated. Dr. Miralles-Wilhelm suggested that the Committee use it as a guiding framework as each recommendation is reviewed.

Planning & Operations

Mr. Swift requested that the Committee review and provide comments on the Planning & Operations recommendations for 2026.

- 3) Conduct capacity and dredging demand planning for sustainable dredging material management options for a 20-year time frame and beyond.
- 4) Re-engage the Virginia Bay Enhancement Working Group (VA BEWG) to refine the list of sustainable, cost-effective dredge material placement options for the Virginia Channels, including beneficial use opportunities.
- 5) Leveraging the best science available, facilitate using nature-based and climate-resilient solutions in long-term DMMP project planning.

Mr. Denney stated that although the 20-year time frame makes sense to the Committee, it may be unclear to other stakeholders as to when that time frame starts, and therefore, the addition of a year might be beneficial. Mr. Swift clarified that it is meant to imply a rolling 20-year period. Each year’s capacity is taken into consideration and used to forecast a more specific timeline. Ms. Miller acknowledged that the third recommendation should be updated to make it clear that it is a rolling 20-year period that is continuously being updated to look ahead by 20 years. MPA added “and beyond” to the recommendation in recognition that stakeholders are also planning well into the future.

Mr. Denney inquired about how the capacity of James Island, Barren Island, and the Paul S. Sarbanes Ecosystem Restoration Project at Poplar Island (Poplar Island) is factored into the rolling 20-year plan and the capacity availability of MPA. Ms. Miller responded that the available capacity is specific to the geographic region, for example, Poplar Island and Mid-Bay capacity are designated placement sites for the Maryland Bay Channels, providing over 20 years of capacity. However, for areas like the Baltimore Harbor, capacity may be limited to just 20 years, so planning beyond that is crucial.

Mr. Ortt suggested that the language be updated to “a tactical 20-year time frame with a strategic fifty-year plan”. Ms. Miller responded that it is difficult to put a time frame on the “beyond” period, which is why it is vague. The purpose of the new recommendations is to create achievable goals and setting a specific time frame beyond 20 years may not be achievable. Mr. Denney suggested focusing on refining the language surrounding the 20-year time frame.

Mr. Swift continued with the remaining Planning & Operations recommendations.

- 6) In collaboration with the BEWG, develop a set of recommendations for more transparent and predictable guidance to implement beneficial use of dredged material projects in the Baltimore Harbor.
- 7) Continue to implement long-term, sustainable large-scale IR and capacity recovery efforts.
- 8) Develop a plan for the Hart-Miller Island (HMI) north cell habitat development in collaboration with the DNR and the HMI Citizens Oversight Committee (C O C).
- 9) Leverage adaptive management, minimize and/or mitigate environmental impacts, and consider equitable distribution of benefits in dredged material management.

Mr. Watson stated that there was overlap between the fifth and sixth recommendations and suggested that they be revisited to avoid redundancy. Ms. Miller specified that the sixth recommendation focuses on exploring the application of B U in Baltimore Harbor, while the fifth recommendation reiterates using reliable science and nature-based solutions in all projects. Mr. Ortt suggested rewording the recommendations to clarify the difference.

Mr. Lukemire suggested adding annual outputs to further specify the timeline. Mr. Swift stated that details like that could be added into work plans with Specific, Measurable, Achievable, Relevant, and Time-bound (SMART) goals. This would help set benchmarks for short-term goals and additionally clarify the timescale.

Outreach & Education

Mr. Swift requested that the Committee review and provide comments on the Planning & Operations recommendations for 2026.

- 10) Increase public awareness and understanding of the DMMP including the importance to Maryland's economy, its challenges, and benefits to Marylanders.
- 11) Work closely with effected communities and stakeholders to develop and implement strategies that promote fairness and equity in the DMMP.
- 12) Ensure transparency is maintained in the DMMP decision-making process and facilitate meaningful and impactful involvement with stakeholders.

Mr. Ortt complimented MPA on their continued outreach and education work, stating that MPA does a superior job at public engagement and community outreach and education, and is a shining example that other state government entities should follow. Mr. Ortt stated that the wording should not be “increase” and “ensure” but should be changed to “continue” to applaud the work already being done.

Mr. Lindheimer suggested adding bold words or phrases in each recommendation to highlight the focus and purpose of each. Ms. Miller agreed with the suggestion and added that each recommendation could be reorganized to put the bold focus at the beginning of each statement.

Ms. Miller stated that any other suggestions are welcome and should be provided to MPA by October 1, 2025.

5.0 US Army Corps of Engineers Report

Mr. Michael Hart (Philadelphia District)

Mr. Eric Lindheimer (Baltimore District)
Mr. Tyrone Hansboro (Baltimore District)
Mr. Trever Cyran (Baltimore District)

North Atlantic Division – Philadelphia District

Mr. Hart provided an update on the maintenance dredging contracts, stating that the FY25 dredging bid opening was held on September 15, 2025, and an awardable bid was received. USACE will be moving ahead with getting the award processed, which will likely be made towards the end of September 2025. Mr. Hart stated that it is anticipated that after submittals are received, work will start in November 2025. The contract is for the removal of 500,000 cy of material that will stretch the length of the navigation channel, from Reedy Point to Pooles Island. A majority of the material is slated to be placed at the Pearce Creek DMCF; however, there is an option to move some of the material in the canal to Reedy South, approximately 50,000 cy.

Mr. Hart stated that there is an active contract on the Summit Bridge for painting. There is an associated five-foot air gap restriction. On the southern half of the main span, the air gap restriction will be extended until June 2026, with the restriction moving to the north side about halfway through. One span is completely open, while the other side is restricted to five feet. For other bridges, there are two contracts that will be advertised this winter: a painting and joint repair contract for the Chesapeake City Bridge and some bearing replacements for the SR-1 Bridge. Neither bridge will have an air gap restriction related to the work.

North Atlantic Division – Baltimore District

Mr. Lindheimer stated that CENAB continues to operate at half capacity for personnel and that patience regarding survey updates is appreciated. The hiring freeze is still in effect from the federal government until October 15, 2025, which has resulted in internal personnel shuffling.

Related to the Virginia Approach Channels, Cape Henry is highest priority for contract award. This contract entails approximately 1.6 mcy of material being removed from Cape Henry with placement at the Dam Neck Ocean Disposal Site. The contract is on track to be awarded by September 30, 2025.

Related to the Maryland Approach Channels FY26 dredging contract, approximately 530,000 cy of material will be removed from Brewerton Channel and Seagirt West and placed at the Cox Creek DMCF. Approximately 930,000 cy of material will be removed from Brewerton Eastern Extension and Craighill Channel and placed at Poplar Island. It is behind schedule, and the documents for solicitation are currently being prepared. It should be completed before the time of year restrictions, with plans to award the contract in November 2025 and begin work in December 2025.

Mr. Hansboro stated that the Seagirt Loop Modification Project design is progressing. The Preconstruction Engineering and Design phase is ongoing, currently at 60% Design. It is anticipated that the plans and specifications will be completed in May 2026, still targeting the FY26 federal award. The goal is to begin by September 30, 2026, pending construction funding. The water quality certification application will be submitted in a couple of weeks.

Mr. Cyran stated that Poplar Island is currently preparing for inflow from Brewerton Eastern Extension and Craighill Channel, along with finishing the dike raising contract. MPA and USACE

hosted the new Assistant Secretary of the Army for Civil Works for a tour of Poplar Island to ensure that it is understood how critical this project is for the POB and the state of Maryland.

Related to the Mid-Bay Project, James Island Phase I construction solicitations are expected to go out in October 2025 to all marine contractors that bid. There has been a delay due to a judicial process with project labor agreements. The project labor agreements were ultimately reinstated causing some confusion, resulting in delays. Marine contractors are still interested; therefore, the only impact might be price increases. The award would occur this winter, with construction starting in the spring of 2026. Currently, the permit is being worked on in partnership with MDE so that it can be issued over the next few months. A public hearing was offered for the permit; however, there were no requests. Mr. Cyran attributed this to the success of the vast public outreach that MPA conducts, echoing Mr. Ortt's sentiments. When the project was initially presented, there was much community backlash; now there is minimal public pushback. Mr. Cyran stated that this is likely due to public satisfaction with engagement, not from lack of interest. James Island Phase II is currently at around 30% Design and is slated to be awarded in the winter of 2027. The Barren Island Phase II contract is still underway. Construction is ongoing, and the island is beginning to take shape.

Mr. Ortt asked for a reminder on the status of dredging of the Honga River. Mr. Cyran responded that work will likely begin in the winter of 2026/2027.

Mr. Cyran added that there is a lot of activity with the U.S. Coast Guard (USCG) Yard at Curtis Creek. Under the One Big Beautiful Bill Act, the USCG received half a billion dollars to upgrade the entire yard to facilitate the new cutter ships that are being deployed in 2030. The yard needs to be upgraded by 2030, and USACE has been selected as the design and implementation agent. Work has progressed rapidly over the past two months. This means that Curtis Creek will need to be dredged to about 30 feet. According to USCG, this will result in about 650,000 cy of additional material placed at either the Cox Creek DMCF or Masonville DMCF.

Mr. Denney asked Ms. Miller if the Pearce Creek DMCF has been considered in the MPA 20-year plan of capacity. Ms. Miller confirmed that Pearce Creek DMCF is in the 20-year plan of capacity for the planning specific to the C&D Canal down to Pooles Island, which is included in the geographic region breakdown. Mr. Ortt asked for clarification on whether the Pearce Creek DMCF was a federal DMCF compared to an MPA DMCF. Ms. Miller confirmed that USACE owns and operates the Pearce Creek DMCF. MPA works closely with CENAP on the site, and there is a DMMP committee for stakeholders that meets biannually to discuss placement updates. Mr. Denney stated concerns about the capacity of the Pearce Creek DMCF and the impact it might have on traffic coming through the C&D Canal. Ms. Miller stated that it is included in the 20-year plan, and Captain Neilson followed up stating that USACE has other upland sites as well. Ms. Miller stated that there are also possible plans for the Pearce Creek DMCF to raise the dikes.

Mr. Ortt asked if there have been updates on environmental conditions, considering that 10 years ago, there were significant concerns with Pearce Creek. Ms. Miller stated that USACE has monitoring requirements in facility permits, and that information is reported to MDE. Ms. Nelson stated that MDE is working with USACE to make sure monitoring and submissions are up to date. Public water, drinking water, groundwater well, and surface water sampling occur annually.

6.0 Citizens Advisory Committee Report

Mr. Adam Lindquist, CAC, Chair

Mr. Lindquist stated that it has been a turbulent year for Baltimore Harbor events, with five events needing to be rescheduled or cancelled due to storms. Water recreation plans will continue to push forward, with more information to be provided at the Waterfront Partnership of Baltimore press conference releasing the annual report card on water quality in the Baltimore Harbor on October 2, 2025.

The Waterfront Partnership of Baltimore has partnered with the Chesapeake Bay Foundation for the oyster growth program in the Baltimore Harbor, and, in partnership with the Baltimore Ravens, the number of oysters will expand from 400,000 to one million. These oysters will be transplanted to the sanctuary reef at Fort Carroll. Ms. Jones stated that MPA is also in the process of working with CBF to install oyster cages at Dundalk Marine Terminal.

On August 22, 2025, there was a van tour of the Dundalk and Seagert Marine Terminals that was attended by ten DMMP committee members along with NIS staff. Along with the guided tour, there were presentations from Ports America Chesapeake and MSC. It was a rare opportunity to see what is going on behind the scenes at the POB and was greatly appreciated.

Mr. Lindquist shared appreciation towards the Management Committee for streamlining the 2026 DMMP Recommendations. The next CAC meeting will be held on September 24, 2025.

7.0 Open Discussion

All Members

Ms. LaRouche announced that as part of Urban Wildlife Conservation Day at Masonville Cove, Mr. Jerome Ford, Assistant Director of Migratory Birds at USFWS, will be in attendance to celebrate the eagles nesting at Masonville Cove for five years. The eagles have fledged 12 eaglets. Mr. Ford will be thanking the MPA, MES, and other partners for the great work in enforcing the Bald Eagle Protection Act. Ms. LaRouche expressed appreciation for the work being done to care for the eagles.

8.0 Adjourn

Ms. Holly Miller, MPA

Ms. Miller asked if there were any other comments or questions, then called a motion to adjourn. The next DMMP Management Committee meeting is scheduled for November 5, 2025.