

**FINAL SUMMARY OF THE
DREDGED MATERIAL MANAGEMENT PROGRAM
MANAGEMENT COMMITTEE MEETING
June 18, 2025, 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
Association of Maryland Pilots: Captain Eric Neilsen*
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*, Claire Spears
Maryland Department of the Environment (MDE): Tammy Robertson
Maryland Department of Natural Resources (DNR): Richard Ortt*
Maryland Geological Survey: Stephen Van Ryswick
Maryland Department of Transportation (MDOT), The Secretary's Office (TSO): Bridget Cummings, Allison Gost*
Maryland Port Administration (MPA): Dave Bibo, Bertrand Djiki, Danielle Fisher, Margaret Hamby, Katrina Jones, Jennifer McGee, Holly Miller*, Rachel Miller, Robert Munroe, Kelvin Moulden, Amanda Peñafiel, Joseph Ross, Darren Swift, Nathan Thompson
National Oceanic and Atmospheric Administration (NOAA) Fisheries: David O'Brien, Kevin Schabow
Rukert Terminals Corporation: Andrew Gray*
University of Maryland Center for Environmental Science (UMCES): Dr. Fernando Miralles-Wilhelm*, Dave Nemazie
U.S. Army Corps of Engineers, Baltimore District (CENAB): Trevor Cyran, Christine Danaler, Eric Lindheimer*, Katie Perkins
U.S. Army Corps of Engineers, Philadelphia District (CENAP): Michael Hart*

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

Action Items:

- No action items were provided.

1.0 Convene and Welcome

Ms. Holly Miller, MPA

Meeting materials can be found at the following link: [6/18 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 March 19, 2025, DMMP Management Committee meeting summary. The Committee approved the meeting summary without changes.

Ms. Miller noted new resources available on the [DMMP website](#). The first are Spotlight Series videos designed to highlight key topics related to the DMMP. These videos are intended for audiences who are not as familiar with the DMMP and aim to serve as a helpful educational tool. Two Spotlight Series videos have already been posted, with additional installments planned. The second resource is a newly developed iMPAct Report for Anne Arundel County. The report outlines economic, environmental, and

social impacts of DMMP projects within the county and serves to illustrate the DMMP’s footprint. Similar reports for Baltimore County, Baltimore City, Dorchester County, and Talbot County are planned, with the Baltimore County report expected to be finalized by late June or early July 2025.

2.0 DMMP Mid-Year Report

Ms. Holly Miller, MPA
Mr. Kelvin Moulden, MPA
Ms. Danielle Fisher, MPA

Ms. Miller introduced the 2025 DMMP Mid-Year Report, which has been posted on the [DMMP website](#). The theme of the DMMP for 2025 is “Navigating Towards Tomorrow”. In the presentation, MPA reviewed progress made on the recommendations outlined in the 2024 DMMP Annual Report. The recommendations support the Port of Baltimore (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, non-profit and community organizations, business partners, and other stakeholders to navigate towards tomorrow. The 2025 Recommendations, developed in partnership with the DMMP Management Committee, are organized into three categories: Funding & Policy; Planning & Operations; and Outreach & Education.

MPA plans and implements sustainable, climate-resilient solutions to meet the POB’s ongoing need to maintain the 50-foot-deep channel system. The Office of Navigation, Innovation, and Stewardship (NIS) ensures that sediment dredged from the POB’s channel system is used in a productive and innovative way that both includes and benefits local communities and the environment. In 2025, working from its rolling twenty-year plan, the DMMP is carrying out strategic operation initiatives. Top priorities are Dredged Material Containment Facility (DMCF) expansion, capacity optimization, institutionalizing innovative reuse (IR) and beneficial use (B U), exploration of new dredged material management options, and welcoming new stakeholders with meaningful engagement.

Funding & Policy

The Water Resources Development Act (WRDA) of 2024 was signed into law on January 4, 2025, and included three critical provisions for MPA:

1. Authorization of construction on the Baltimore Anchorages and Channels Modification of the Seagirt Loop Channel.
2. Directs the Secretary of the Army to examine the West Dundalk Branch Channel and Dundalk-Seagirt Connecting Channel, Baltimore Harbor Anchorages and Channels projects to determine if Federal assumption of maintenance is merited.
3. Directs the Secretary of the Army, to the maximum extent practical, to expedite the completion of the Mid-Chesapeake Bay Island Ecosystem Restoration (Mid-Bay) Project.

Congressional tours of critical DMMP projects were hosted, including Paul S. Sarbanes Ecosystem Restoration Project at Poplar Island (Poplar Island) and the Mid-Bay Project to ensure sufficient funding and support of these essential projects in planning for future dredged material placement. On May 29th, Chesapeake Bay Commission members joined MPA and the U.S. Army Corps of Engineers (USACE) staff for tours of POB facilities to learn about dredging and restoration work at Poplar Island and Mid-Bay, as well as to discuss future funding needs.

The Governor vetoed the Senate Bill 168 that would have prohibited MDE from processing or making any recommendation to the Board of Public Works (BPW) regarding an application for the alteration of any tidal wetland or waters of the State submitted to construct a Confined Aquatic Disposal (CAD) cell

from June 1, 2025, through May 31, 2029. Despite this outcome, MPA intends to uphold the intention of the bill, complete the efforts of the Bay Enhancement Working Group (BEWG) CAD Subcommittee and make the report publicly available, as well as notifying and engaging with elected officials prior to developing an application to MDE for a permit to construct a second CAD pilot project in Baltimore Harbor.

Mr. Denney inquired how the Baltimore Harbor is defined in Senate Bill 168. Ms. Miller responded that in legislation the Baltimore Harbor is the area west of the North Point-Rock Point Line. Mr. Ortt noted that, in a prior discussion, Senator Simonaire had mentioned the possibility of removing the artificial definition of the Baltimore Harbor, which ended up not progressing. Mr. Denney asked if the placement of Baltimore Harbor dredged material would change if the North Point-Rock Point Line was removed. Ms. Miller clarified that the placement could change; however, projects like Poplar Island and Mid-Bay are congressionally authorized for specific channels and cannot accept other material. A change like that could allow for the investigation of a wider region for long-term capacity planning for Baltimore Harbor maintenance dredged material.

Ms. Miller stated that the President's Fiscal Year (FY) 2026 budget was released on May 2, 2025, and MPA is closely monitoring congressional actions related to the budget. Of note, \$71.9 million was included in the Federal Fiscal Year (FFY) 2025 work plan for the Mid-Bay Project.

MPA is undertaking an extensive Coastal Resiliency and Climate Change Vulnerability Assessment for the full suite of its sites: the Cox Creek DMCF, Masonville DMCF, Hart-Miller Island DMCF and associated land bases, the Cox Cree Sediment Technology and Reuse (STAR) Facility, Poplar Island, Mid-Bay Project, and mitigation sites such as Masonville Cove and the Swan Creek Mitigated Wetland including its associated Forest Conservation Easement. This effort aims to inventory, model, and analyze these facilities to assess risks associated with various levels of sea level rise and storm surges. As a part of the Assessment, which will be finalized in the summer of 2025, a DMMP Coastal Vulnerability web viewer is being created and will be finalized in the same timeframe. Planning is underway for the next phase of this work, which will include using hydrodynamic models to determine wave action impacts on site-specific locations and developing site-specific adaptation plans. Utilizing this report, MPA will make infrastructure and facility improvement decisions to maintain a competitive advantage for Maryland and accommodate projected long-term growth in waterborne cargo.

Mr. Ortt noted that the DNR is close to publishing a flood map that includes historic floods, projected floods, and projected sea level changes that may be helpful to MPA's work.

Planning & Operations

Mr. Moulden stated that MPA continues implementing strategic operational initiatives aligned with the rolling twenty-year plan, including constructing new and expanding existing DMCFs, optimizing capacity, and exploring innovative dredged material management techniques and beneficial uses.

MPA has achieved significant IRBU milestones and advanced toward strategic programmatic goals. MPA is working with the Innovative Reuse Committee (IRC) to update the IRBU Strategy, finalization of which is expected by the end of 2025.

The Cox Creek STAR Facility was formerly used for heavy industrial activities and thus requires environmental remediation. MPA purchased the property in 2022 with a settlement that included an administrative consent order with MDE and the previous site owner, providing a road map for

remediating the site over ten years. MDE has approved the remedial action plans for the site, and portions of the property are expected to be available for development later in 2025. Short-term development plans include setting up a geotube field for drying dredged material near the Cox Creek DMCF, implementing a Request for Information to assess the capabilities of private entities to recycle dredged material for large-scale IR, and constructing a haul road between the Cox Creek STAR Facility and the DMCF to enable easy and efficient access between the sites.

A geotube pilot project is underway to evaluate various geotube fabrics and flocculants to determine the best combination for accelerated dewatering of sediment from the Cox Creek DMCF. This comparison will be instrumental in informing the design and best practices of a full-scale dewatering program at the Cox Creek STAR Facility and is crucial for assessing the viability of advancing full-scale reclamation of dredged material for IRBU.

Dredged material has been effectively utilized to build a dirt road spur off the Swan Creek Nature Trail (SCNT) at Cox Creek and to enhance surface conditions on the Masonville Cove “claw” road by spot treating ruts. Discussions are underway with Baltimore City for MPA to supply dredged material as daily cover for the Quarantine Road Landfill. Baltimore City wants to explore a long-term memorandum of understanding (MOU) to provide dredged material for daily and intermediate cover.

Two B U projects recently used Baltimore Harbor dredged material totaling 1,900 cubic yards (cy). MPA contributed 1,400 cy of dried dredged material for the Stoney Beach restoration and living shoreline project in northern Anne Arundel County. The hauling of dried dredged material from Hawkins Point DMCF was completed in the spring of 2025. In Baltimore City, 500 cy of dried dredged material from the Hawkins Point DMCF was used to remediate the Race Street wetland area, a former contaminated site undergoing remediation. The BPW has approved nine IR Research and Development contract awards 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. Thus far, results from six of the IR projects have been shared, and the products show potential for large-scale implementation. The results of three more projects are expected this year.

In 2024, MPA achieved a significant construction milestone at the Cox Creek DMCF by expanding the site upland and raising the perimeter and cross dike to +60 feet, increasing the overall capacity to 14.7 million cubic yards (mcy). The feasibility study for the next expansion phase, raising the dike to +80 feet, is complete, and MPA has kicked off the design process. The final cumulative capacity will be 20.9 mcy. Associated with this expansion, MPA plans to submit a request to the BPW in July 2025 to secure the easement and begin constructing the Genesee Valley Outdoor Learning Center mitigation project in the fall of 2025 once all permit approvals are obtained.

Progress has also been made on the SCNT adjacent to the Cox Creek DMCF, developed in close collaboration with the Cox Creek Citizens Oversight Committee (C O C). The trail will create an approximately two-mile loop through the forest conservation easement area, providing enhanced access for surrounding communities and valuable outdoor recreation and education opportunities. The design is complete, with permitting in progress and construction anticipated to begin in late 2025. The trail is expected to be open to the public in 2026.

The Mid-Bay Project is advancing, with notable progress on design and construction. It will provide a valuable opportunity for the B U of dredged material as Poplar Island approaches final capacity.

Run

jointly by USACE and MPA, the project will restore 2,144 acres of valuable remote island habitat within the Chesapeake Bay while providing a total dredged material placement capacity of 90 to 95 mcy over the next thirty or more years. Barren Island Phase 1 construction is complete, and Phase 2 construction began in January 2025 and is expected to last approximately three years. Design is ongoing for James Island, with modeling and geotechnical analysis used to determine the project's final alignment and structural components. The project partners must obtain two permits to proceed with construction, including a Tidal Wetlands License and Water Quality Certification. The Tidal Wetland License application was submitted in 2024, and the Water Quality Certification application was submitted in the spring of 2025. A public comment period and hearing for these permits will likely occur during the second quarter of 2025.

Poplar Island is an international model for the B U of dredged material with learnings from this effort informing the Mid-Bay Project. The 1,715-acre site includes 68 mcy of dredged material capacity. Inflow of material occurred in early 2025 as expected, with subsequent inflow expected in January 2026.

MPA and MES continue to explore funding options for the North Cell Habitat Development of Hart-Miller Island, in collaboration with DNR and the Hart-Miller Island C O C. Several alternatives for the development of the North Cell were explored and coordination on the concept design continues. MPA continues to partner with the Friends of Hart-Miller Island State Park to explore recreational enhancement opportunities and pursue philanthropic funding for the park, which reopened for seasonal recreational use on May 1, 2025.

Dike raising at the Masonville DMCF to an elevation of +30 feet is 75% complete and slated for completion by late 2025, eight months ahead of schedule. The design work for raising the dike to +42 feet is also underway. Design work began in August 2024 and is expected to be complete by the end of 2025. The goal is to have a gap of only a few months between construction to +30 feet and initiation of construction to +42 feet. The final elevation of +42 feet will result in the site gaining approximately 5.6 mcy of capacity.

As the nation's first Urban Wildlife Refuge Partnership, Masonville Cove is well established as an educational and recreational community treasure but gaining access to the site can be challenging. Consistent with its promise to restore access to the waterfront for the communities surrounding the Masonville DMCF, MPA and other partners have secured \$2.86 million from the Federal Highway Administration Federal Lands Access Program (FLAP) and U.S. Fish and Wildlife Service (USFWS) to design and construct a shared-use path connecting Masonville to the adjacent communities. The Masonville Cove Connector is currently in the 30% design stage, with design completion expected in the summer of 2027. This will increase safe and equitable access to the site and serve as an important link to over twenty miles of regional trails. Providing walking and biking connectivity to dozens of neighborhoods, a regional hospital, and wellness facilities.

Mr. Denney brought up concerns about proposed changes to Frankfurst Avenue that could reduce traffic capacity and impact truck flow in Curtis Bay. While seen as environmentally beneficial, stakeholders are worried it would push truck traffic into the already overburdened Curtis Bay community, which is recognized as disadvantaged. Mr. Denney asked MPA to fulfill the plans to reconnect communities through projects such as the Masonville Cove Connector without harming truck access. Mr. Moulden noted that MPA has completed multiple traffic studies and emphasized that Frankfurst Avenue, as part

of the National Highway System, must meet federal standards, and MPA is committed to balancing highway compliance with operational needs and community impact.

In partnership with USACE, MPA initiated the Seagirt Loop Feasibility Study to assess the need for navigational improvements to the Seagirt Loop Channel system. The study, completed in 2023, recommended that the channel be deepened to 50 feet and widened at bends to allow for safe passage by ultra-large container vessels. These changes will improve navigation efficiencies to help meet the demand for future capacity at POB facilities. The Pre-Construction Engineering and Design phase began on September 26, 2024, when MPA and USACE executed an agreement to cost-share the design efforts, 75% federal and 25% non-federal. The outcome of this two-year phase will be the design of the channel, implementation schedule, and estimated costs for construction.

Mr. Ortt asked whether MPA is currently testing for PFAS in dredged material prior to reuse, mentioning the rising state and national attention on PFAS regulation. Mr. Moulden confirmed that MPA is not currently conducting PFAS testing and that no associated data is available. Mr. Denney emphasized the importance of proactively developing a PFAS “fingerprint” for dredged material, especially given the likelihood that future regulations could include PFAS in permitting requirements. Mr. Moulden agreed and noted that MPA has raised similar questions with subject matter experts to determine the best timing and scope for such research. Ms. Miller added that the BEWG hopes to launch a new subcommittee focused on establishing testing protocols and standards for B U of Baltimore Harbor dredged material. While PFAS testing is not currently required by MPA’s permits or federal dredged material testing guidance, this is an emerging issue that would benefit from expert dialogue and preemptive planning.

Mr. Denney noted a bar chart in the 2024 DMMP Annual Report that showed progress toward a goal of recycling 500,000 cy of dredged material annually, which was a helpful representation of MPA’s goals for IR, was absent from the 2025 DMMP Mid-Year Report. Ms. Miller stated that the report is strictly a progress report, and due to the lack of significant movement toward the annual recycling goal this year, the chart was omitted. Mr. Moulden stated that FY26 is targeted as the beginning of a ramp-up phase for reclaiming material from the Cox Creek DMCF, with 50,000 cy as the initial goal, and confirmed that the referenced bar chart reflects the anticipated volume of reclaimed material over a five-year horizon, starting with FY26. MPA is working to shift the IRBU Program from a pilot and research phase toward full implementation, including moving beyond small-scale testing and demonstration to developing regular, scalable practices for innovative reuse.

Education & Outreach

Ms. Fisher stated MPA outreach efforts continue to expand participation, ensuring representation reflects the community served and increases understanding and visibility of the DMMP.

NIS staff completed the Environmental Protection Agency (EPA) Ports Good Neighbor Road-mapping for project sites, providing a foundation to inform community engagement.

The Governor’s Appointment Office confirmed seven new members for the Cox Creek and Hart-Miller Island C O Cs, which are both statutory committees. These appointments serve to update the membership rosters and fill five vacancies.

MPA's education and outreach efforts thus far have resulted in over 11,206 engagements, including interactions with over 8,750 students from 273 classrooms.

Stakeholders have long been essential to the DMMP, and this is especially true for any new initiative under consideration, like CAD. The CAD strategy, which had been the work of the BEWG CAD Subcommittee, developed communications tools to keep the public informed and involved. This included the release of five CAD Bulletin editions available on the [DMMP website](#), updates to the [CAD webpage](#) with refreshed outreach materials, and a CAD Spotlight Series video.

Mid-Bay Project public outreach and stakeholder engagement are ongoing as the construction and design of Barren and James Islands advance. Targeted efforts have led to active coordination with local watermen regarding restricted safety zones and safety planning for Phase 2 construction. In 2025, outreach efforts are building upon new community relationships forged in 2024 through the continued development of the Mid-Bay Community Stakeholder Group and plans to repeat participation in community events like the annual Nause-Waiwash Powwow.

Operated in partnership with Living Classrooms Foundation, National Aquarium, and USFWS, the Masonville Cove Environmental Education Center (MCEEC) is a hub where area schools and community members participate in education programs. In 2025 so far, the MCEEC drew over 3,000 visitors and made notable progress in enhancing inclusivity of its programs, strengthening volunteer work, and greening the campus. This year marks the last year of implementing a five-year strategic plan, and partners are currently co-designing the next five-year strategic plan with the community to ensure equitable participation.

Masonville Cove was designated as a Chesapeake Gateway Site. This recognition will raise awareness and strengthen connections among Chesapeake Bay watershed communities, reinforcing MPA's commitment to Masonville as a community asset.

The Friends of Masonville Cove group has continued to grow and strengthen involvement. The group focuses on enhancing volunteer participation, building organizational capacity, recruiting new members, and working toward obtaining 501(c)(3) nonprofit status. These efforts are designed to increase community investment and programming at the site.

MPA and partners are gearing up to host the Masonville Cove Links WildSTEM Summer Internship in partnership with the National Links Foundation. Recruitment that includes a focus at local Historically Black Colleges and Universities 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 careers and leadership opportunities.

Thanks to the support from the National Fish and Wildlife Foundation Chesapeake WILD grant program, the National Aquarium is partnering with MPA to organize several camps and two special Girl Scout experiences, engaging 125 youth and scouts through immersive programming at the Swan Creek Wetland adjacent to Cox Creek and on Hart-Miller Island. Additionally, funding enables this year's annual Masonville Cove BioBlitz and a new BioBlitz on Hart-Miller Island, both planned for this fall.

Following last summer's successful Youth Birding Week, the summer program will again run for two weeks. In addition to birding and visits to DMMP sites, this year's campers will learn about how habitat restoration benefits bird populations. While based out of Masonville Cove, participants will enjoy trips and learn from expert birders at various DMMP sites like Hart-Miller Island and Poplar Island.

With support from MPA and industry professionals, the BPA hosted its seventh Hiring & Career Expo, bringing together 43 employers who shared job openings at all levels and conducted interviews for positions requiring a range of education and professional experience. Together, they met over 300 jobseekers who learned about job openings, submitted resumes, and were pre-screened and interviewed. Ms. Fisher reported on the continued success of the BPA Hiring and Career Expo. Exit survey responses revealed that 87% of jobseekers found opportunities for which they will apply, and 60% of employers met candidates they are likely to follow up with for interviews or offers. This was the largest event to date, and 100% of jobseekers who completed the exit survey noted they would recommend this event.

3.0 CAD Subcommittee Report

Mr. Darren Swift, MPA

Mr. Swift stated that MPA has a twenty-year rolling plan related to capacity planning. The Baltimore Harbor Channels account for about 23% of the dredged material managed in the entire program, representing the largest capacity challenge. To address this, MPA is exploring all available tools and options to ensure sustainable capacity for at least twenty years and beyond.

Legislation introduced in the 2024 Maryland General Assembly to create a CAD task force was unsuccessful; however, MPA remained committed to the creation of a CAD task force and modeled the subcommittee using that legislation as a guide. Established under the BEWG, the CAD Subcommittee is tasked with exploring technical aspects of a second CAD pilot project, including environmental impacts and benefits, potential locations, associated regulations, and socioeconomic benefits and effects. Membership included BEWG members with relevant expertise, as well as community representatives and elected officials from the area.

The CAD Subcommittee successfully convened four times in 2024 and three times in 2025. These meetings reviewed and discussed the following key topics:

- An overview of MPA's dredging and placement needs, long-range capacity planning, and a status update on the IRBU Program
- A review of the 2016 CAD Pilot Project's scope, timeline, site selection rationale, permitting process, studies conducted, and outcomes that led to identifying the need for a second pilot project
- Site selection process for a subsequent pilot project
- Identification of future topics and speakers for the CAD Subcommittee to consider, such as contingency planning, gathering community input, and the consensus process
- Compilation of community input
- Hydrodynamics
- Report process and metric scoring

The metric scoring process was completed with significant coordination and preparation between meetings. The process involved evaluating nine geographic regions, each requiring a minimum water depth of ten feet to be considered viable. The same scoring methodology used in past BEWG evaluations was applied, including both short-term construction-related and long-term post-construction impacts. Over fifty parameters were assessed across ten categories. The analysis included many zero or incomplete data points, highlighting areas where further research is needed. The final rankings included:

1. Region 9 - Federal Shipping Channels
2. Region 2 - Masonville
3. Region 8 - Lower Patapsco East

The final CAD Subcommittee meeting was held on March 13, 2025. Based on the preceding meetings and the scoring and metrics provided at the last two meetings, a final report was compiled, drafted, and submitted to the CAD Subcommittee for review on April 26, 2025. Each member of the CAD Subcommittee was provided a copy of the draft report as well as a collaborative document to coordinate with fellow members on comments and feedback. To further support the CAD Subcommittee members in reviewing the draft report, two “drop-in” report review sessions were held for Subcommittee members. These sessions allowed Subcommittee members to provide any comments or feedback to be further discussed. The two drop-in report review sessions allowed those supporting the drafting and updating of the report to gain a clear understanding of feedback and comments received to ensure accurate interpretation; facilitated dialogue and collaboration among Subcommittee members with report review; and allowed live feedback and solutions to questions and comments on the report.

The final report reviews the CAD Subcommittee process; reviews the CAD Subcommittee scoring of environmental and human health attributes associated with a potential CAD pilot project; and outlines next steps for determining the visibility of a potential future CAD pilot project. The final report does not recommend future CAD pilot project specifics and does not outline specific studies to advance CAD.

Mr. Swift stated that the data gaps precluded progress on selecting a second CAD pilot site and emphasized the need for further investigation. The project remains on pause, and the original project team has not reconvened. MPA will reassess once the report completes the full DMMP committee review process. The report was presented to and approved by the BEWG on June 6, 2025, and will next be presented to the DMMP Executive Committee on August 18, 2025 (*rescheduled to October 27, 2025*), for acceptance. Once all approvals and acceptances are received, the report will be presented to the CAC for review and will be made public, including on the [DMMP website](#).

4.0 U.S. Army Corps of Engineers

Mr. Michael Hart, CENAP
Mr. Eric Lindheimer, CENAB
Ms. Katie Perkins, CENAB
Mr. Trevor Cyran, CENAB

North Atlantic Division – Philadelphia District

Mr. Hart stated that the FY24 channel maintenance contract was completed on April 11, 2025, with about 300,000 cy of material placed at the Pearce Creek DMCF. The FY25 maintenance dredging is expected to remove approximately 500,000 cy of material from the Upper Chesapeake to be placed at the Pearce Creek DMCF and Delaware City Dredged Material Placement Facility (DMPF). Work began on the Summit Bridge in April 2025 and will continue through October 2025. The planned air gap restriction will only impact half of the main span at a time.

North Atlantic Division – Baltimore District

Mr. Lindheimer stated that the district has continued to experience challenges related to workforce reductions, particularly within the survey section, due to voluntary retirement rounds under the Deploy Reservation Plan. As a result, survey operations are running at approximately half capacity. Despite these limitations, the district has been able to successfully survey state contracts on a weekly basis. The FFY25 work plan and FFY26 budget indicate that navigation remains a priority for the new administration. All funds requested were received, which is viewed positively for upcoming operations.

The Virginia Approach Channel York Spit contract work is nearly complete with approximately 1.8 mcy of material being dredged. The dredge departed the site on June 3, 2025, and drag operations are expected

to continue through the end of June 2025. The contract is in its final phase with remaining administrative and closeout efforts underway.

The Virginia Approach Channel Cape Henry contract is expected to be awarded by the end of FFY25. This contract involves dredging approximately 1.6 mcy from the Cape Henry Channel with placement at the Dam Neck Ocean Disposal Site. Additionally, this contract is part of a broader initiative by USACE to implement an aggressive schedule to meet the Enterprise Hopper schedule. This national coordination effort aims to prevent scheduling conflicts among contracts due to the limited fleet in the industry. The bid opening is anticipated to take place on July 31, 2025, with the award expected on August 30, 2025.

The FY25 Baltimore Harbor Channels contract is complete. During dredging in Curtis Creek, a significant amount of debris and trash was encountered, which led to schedule delays. The contract included approximately 375,000 cy of material placed at the Cox Creek DMCF and approximately 1.64 mcy of material placed at Poplar Island.

The FY26 Baltimore Harbor Channels contract will potentially involve dredging approximately 565,000 cy of material from the Brewerton Channel and approximately 77,000 cy from Seagirt West, totaling about 640,000 cy of material for placement at the Cox Creek DMCF. The contract also includes dredging approximately 735,000 cy from the Brewerton Eastern Extension, approximately 370,000 cy from the Craighill Channel, and approximately 695,000 cy from the Tolchester Channel, amounting to roughly 1.8 mcy of material for placement at Poplar Island. The contract solicitation is anticipated for August 15, 2025, and the contract award is expected to occur on October 15, 2025.

Ms. Perkins stated that Poplar Island is approximately two-thirds full, having received around 47 mcy of dredged material to date. Only one-third of Poplar Island has been developed as habitat, completion of which is expected to continue into the mid-2040s. Planning is underway for the next dredged material inflow, which is an annual occurrence that historically has included receiving approximately 2 mcy. Cell 5CD is approaching its final inflow, after which it will be graded and prepared to become a wetland over the next three years. Cell 2AX is also nearing its final inflow and will become Poplar Island's first upland habitat site, a 35-acre test plot aimed at developing forested uplands or meadows. The project team expects to begin this work within the next five years. Additionally, Cell 7 will receive dredged material for the first time, marking a milestone as the last location on Poplar Island to be used for inflow. Once completed, every cell will have received material. There has been extensive coordination between federal and state partners in the ongoing dike-raising contract, which began in January 2025. The work requires close coordination due to active trucking operations and ongoing research and tours on Poplar Island. The dike-raising project is more than 50% complete and is expected to conclude in the fall of 2025.

Mr. Cyran stated that, for the Seagirt Loop Modification Project, the team is progressing on the design of the Seagirt Loop expansion, with a goal of beginning construction in 2026 to support future capacity needs. The project was authorized for construction in 2024. With authorization secured, construction appropriations can now be requested. The project remains on schedule.

Mr. Cyran stated that for the Mid-Bay Project, preparations are underway to solicit the first construction contract for James Island. While Barren Island is progressing steadily through Phase 1 and Phase 2, the project team has been actively developing the implementation plan for James Island. This effort is timely as Poplar Island nears capacity, creating a need for additional dredged material placement sites. Plans

and specifications for the first phase of James Island are complete, and final signatures are being gathered to initiate the solicitation. There was an unexpected allocation of about \$72 million to the Mid-Bay Project from unspent funds on the FFY25 appropriations bill. The Office of Management and Budget and the Assistant Secretary of the Army's Office for Civil Works asked USACE headquarters to identify their six most successful recent projects. The Mid-Bay Project was selected as one of the top six, and a month later, \$72 million was awarded. The decision came as a surprise and was attributed to USACE's strong performance and ability to deliver. The project team is awaiting the issuance of the Tidal Wetlands License and Water Quality Certification for James Island. USACE emphasized that no contracts will be awarded until these permits are secured. A request was made for MDE to do everything possible within statutory limits to expedite the permitting process, as maintaining the project schedule is crucial to keeping federal funding flowing.

5.0 Citizens Advisory Committee Report

Mr. Adam Lindquist, CAC Chair

Mr. Lindquist stated that due to a very rainy spring, outdoor events have faced multiple disruptions. A planned flotilla involving 350 paddlers in the Baltimore Inner Harbor was canceled due to the threat of thunderstorms. However, despite the weather, a recent swim in the Baltimore Harbor at Fells Point took place on June 13, 2025, with a group of Baltimore advocates and stakeholders. The event served as a preview of the June 20, 2025, Harbor Splash (*later postponed due to weather*) and was well received, helping to promote recreational use of the Baltimore Harbor. There is hope that conditions will allow the next public swim, scheduled for June 21, 2025, with 200 registered participants, to proceed. The team will continue to closely monitor the weather and water quality.

At the May 21, 2025, CAC meeting, an issue was raised by Mr. Paul Brylske, Chair of the Hart-Miller Island C O C, centering on the need to officially close the North Cell of Hart-Miller Island. Although no dredged material has been placed in the North Cell for over a decade, it has not been formally closed or turned over to Maryland DNR, as was previously agreed upon with the community. The recent introduction of legislation that would have allowed Tradepoint Atlantic to dispose of dredged material in the North Cell of Hart-Miller Island, though ultimately withdrawn, showcased the vulnerability of the site and reignited community concern. Community members emphasized that as long as the North Cell remains open, it may continue to attract interest from developers, legislators, or MPA as a potential disposal site. Closure is overdue and necessary to honor the long-standing agreement and community members expressed openness to a closure plan that could involve a final inflow of dredged material, if necessary, provided it is part of a definitive and collaborative closure strategy.

Ms. Miller stated that Maryland DNR has been working internally on how to advance the North Cell habitat and has a meeting with MPA the following week, which will be followed by a Hart-Miller Island C O C meeting. Mr. Ortt clarified that it would be more akin to a transition plan than a closure plan, specifically the transition from MPA to Maryland DNR. This distinction was considered important, as the facility was technically closed and could not receive dredged material without procedural changes.

Mr. Lindquist stated that the fuel spill in Baltimore Harbor from a few weeks ago was well contained and cleaned up quickly, with minimal impact beyond the Harbor East canal. Restoration efforts are focused on that canal, which contains the only natural shoreline in the Inner Harbor.

6.0 Open Discussion

All Members

Mr. Denney stated that the Turner Station Conservation Team shared an upcoming community workshop invitation to MPA for June 30, 2025, focused on outreach in areas like Turner Station and Curtis Bay, and emphasized the importance of local outreach. Mr. Denney also suggested that MPA engage with large building contractors to promote using dredged material from the Cox Creek DMCF for foundation

fill, which could reduce the need for imported soil. Early collaboration could ease permitting, and environmental credits might incentivize this reuse.

7.0 Adjourn

Ms. Holly Miller, MPA

Ms. Miller expressed appreciation for the in-person attendance and participation and adjourned the meeting. The next DMMP Management Committee meeting is scheduled for September 17, 2025.