

**SUMMARY OF THE DREDGED MATERIAL MANAGEMENT PROGRAM  
CITIZENS' ADVISORY COMMITTEE MEETING  
Masonville Cove Education Center – 1000 Frankfurst Ave, Baltimore, MD 21226  
September 24, 2025, at 5:30 PM –Hybrid Meeting**

**Attendees:**

*Arcadis:* Bert Buell

*Baltimore City Department of Transportation:* Mike McGeady

*Chesapeake Bay Association, Inc.:* Frank Neighoff

*Citizens Advisory Committee (CAC):* Angie Ashley (Facilitator), Adam Linquist (Chair)

*Citizen:* Eleanor Johnstone

*EcoLogix Group:* Steve Pattison

*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, Katrina Jones, Holly Miller, Kelvin Moulden, Darren Swift

*Masonville CAC:* Anita Kestel (Chair)

*National Aquarium:* Laura Bankey

*North Point Peninsula Council:* Francis Taylor

*Rock Creek Community:* Ruth Sliviak

*Stoney Beach Community:* John Garofolo

*US Army Corps of Engineers:* Jo Ann Grundy

*University of Maryland Center for Environmental Science (UMCES):* Lisa Wainger

**Action Items:**

- Ms. Ashley will send pictures of the Masonville DMCF MSE wall to the CAC via email.
- Mr. Swift will share the remaining capacity of the Masonville DMCF via email.
- Ms. Ashley will send a follow-up email to the CAC for further information on the next “Get the Scoop on Dredging” workshop.
- MPA will investigate uploading the Spotlight Series videos on the POB YouTube channel.

**1.0 Welcome and Roll Call**

**Angie Ashley, CAC**

**Facilitator** Meeting materials are at the following link: [CAC 2025 - Google Drive](#). Ms. Ashley began the meeting with introductions. Ms. Ashley requested members to review the May 21, 2025, CAC meeting summary and to provide comments by October 1, 2025. Ms. Ashley reviewed the May CAC meeting action items that were completed.

Mr. Lindquist noted that the Masonville CAC meeting was held on August 5, 2025, at the Masonville Cove Environmental Education Center. The meeting consisted of a group of passionate participants; in addition to the meeting they walked around Masonville Cove and they observed Captain Trash Wheel. Mr. Lindquist also noted that there has been an increase in the number of fish kills in the Baltimore Inner Harbor for several weeks due to changes in the weather pattern known as a ‘turnover’ event. Oysters are currently being added into the Baltimore Harbor to meet the goal of growing five (5) million oysters in the Baltimore Harbor by 2030. Ms. Jones asked if the oysters are being impacted by the weather change. Mr. Lindquist stated that oysters are resilient to the turnover events.

Ms. Bankey commented on the field trip that was held at Seagirt and Dundalk Marine Terminals. The tour provided information on the operations of the shipping industry. Ms. Bankey

recommended CAC members attend the field trip to learn more about the behind the scenes of the shipping industry.

The campus walk at Masonville Cove was scheduled on the agenda, but since the weather was not ideal and a majority of the in-person attendees participated in the Urban Wildlife Conservation Day (UWCD) on September 20, 2025, the campus walk was cancelled.

Ms. Ashley reviewed a graph that represented the percentages of dredged material by project types at Masonville and Cox Creek placement sites. The majority, 56%, of the dredged material comes from the federal government, followed by 25% from the state of Maryland, and 18% from private or local sectors. The percentages were evaluated across a 20-year period, from 2006 to 2025. Ms. Miller indicated that the Maryland Port Administration (MPA)'s mission is to stimulate the flow of waterborne commerce, which includes not only the maintenance of the federal channels, but also the maintenance of navigation channels. This results in placement sites accepting state and private sectors. Mr. Brylske asked for clarification regarding the private sector. Ms. Miller stated that the private sector dredging is required to be related to waterborne commerce in order to be accepted at the MPA's dredged material placement sites.

## **2.0 DMMP Mid-Year Report**

**Darren Swift, MPA**

Mr. Swift reviewed the 2025 Dredged Material Management Program (DMMP) Mid-Year Report. Mr. Swift reminded the CAC members that the theme for the DMMP for 2025 is "Navigating Towards Tomorrow" and will be presented at the MPA Annual Meeting in December 2025. The Mid-Year Report provides three (3) main recommendations, which include: 1) Funding and Policy, 2) Planning and Operations, and 3) Outreach and Education. The recommendations support the Port of Baltimore (POB) in achieving success that benefits the region economically, environmentally, and socially. The DMMP Mid-Year Report can be found in the [file share folder](#).

Mr. Swift reviewed the "Funding and Policy" section of the Mid-Year Report. The Senate Bill 168 regarding the prohibitions of the applications to alter any tidal wetlands or waters to construct a confined aquatic disposal (CAD) cell was vetoed. Despite the outcome, MPA intends to uphold the intentions of the Bill. The Bay Enhancement Working Group (BEWG) CAD Subcommittee Report will be published once it is accepted by the Executive Committee and will be available to the public. After the end of the four (4) year moratorium, MPA anticipates notifying and engaging with the elected officials prior to developing an application to submit to the Maryland Department of the Environment (MDE) for a permit to construct a second CAD pilot project in the Baltimore Harbor.

The President's Fiscal Year (FY) 2026 budget was released on May 2, 2025, which included the U.S. Army Corps of Engineers (USACE) receiving \$71.9 million to begin the Mid-Chesapeake Bay Island Ecosystem Restoration (Mid-Bay) Project. This will help fund the first phase of the Mid-Bay Project. Ms. Grundy from the USACE will provide more updates regarding the Mid-Bay Project later in the meeting.

MPA undertook an extensive Coastal Resiliency and Climate Change Vulnerability Assessment at all DMMP sites to analyze storm threats. The data collected from the assessment will be utilized to make infrastructure and facility improvement decisions to maintain a competitive

advantage for Maryland and the POB, and to help accommodate projected long-term growth in waterborne commerce.

The Water Resources Development Act (WRDA) of 2024 was passed in January 2025 and included three (3) critical provisions for MPA. The first provision is the authorization to construct the Baltimore Harbor anchorages and execute modifications to the Seagirt Loop Channel. The second provision directs the Secretary of the USACE to examine the West Dundalk Branch Channel, Dundalk-Seagirt Connecting Channel, and Baltimore Harbor anchorages and channel projects to determine if the federal assumption of maintenance is merited. The third provision directs the Secretary to the maximum extent to expedite the completion of the Mid-Bay Project.

Mr. Swift reviewed the "Planning and Operations" section of the Mid-Year Report. The Cox Creek Sediment Technology and Reuse (STAR) Facility was purchased by MPA in December 2022 and was divided into five (5) operable units. Remediation action plans were re-submitted for all operable units. A "no further action plan" for the Upland portion of the STAR Facility is anticipated to be received in the near future, and this area will be used for the Innovative Reuse (IR) Program. The design and permitting of Phase II of the IR Program is currently underway to include drying and dewatering operations at the STAR Facility. Geotextile tubes (geotubes) are being utilized to help with the dewatering operations of a passive system.

MPA has also released the Request for Information (RFI) to collect interest in developing the STAR Facility for large-scale capacity recovery and IR. The RFI includes two (2) tours for prospective respondents. The first tour will take place on September 25, 2025, with respondents representing five (5) different companies. The RFI will close for submissions on December 19, 2025.

MPA is currently evaluating various geotextile fabrics and polymers/flocculants for the Geotube Pilot Project to determine the best combination to accelerate the dewatering and drying process of sediments from the Cox Creek Dredge Material Containment Facility (DMCF). The scale up period is anticipated to begin FY2025 which includes MPA reclaiming 50,000 cubic yards (cy) of material from the Cox Creek DMCF.

The last three (3) IR Research & Development (R&D) projects are anticipated to be completed by the first quarter of 2026. The 3 projects include: 1) University of Maryland (UMD) studying vegetated earth berms, 2) Northgate exploring cement clinkers and supplementary cementitious material (SCM), and 3) HarborRock exploring lightweight aggregates and SCM. The upcoming Innovative Reuse Committee (IRC) meeting in November 2025 and February 2026 will consist of technical presentations from the 3 projects.

MPA is currently in the process of updating the Innovative Reuse and Beneficial Use (IRBU) Strategy that was last updated in 2020. Many of the goals on the list were accomplished and a few of the recommendations and goals were reframed. Mr. McGeady expressed interest in being a part of the IRBU Program for the upcoming dredging that will take place in Baltimore City. Mr. Swift stated that if the dredged material is stored at the Cox Creek DMCF, there is a high probability that the material will be used for IR projects.

Mr. Swift provided updates on the Cox Creek DMCF and Swan Creek Nature Trail (SCNT). In 2024, the raising of the upland dike to +60 feet (ft) at the Cox Creek DMCF was completed which increased the capacity of the DMCF to 14.7 million cubic yards (mcy). The next phase of expansion has started, which includes the feasibility study and design to +80 ft.

The easement for the construction of the Genesee Valley Outdoor Learning Center mitigation project was secured in July 2025 by the Board of Public Works (BPW), and MPA has advertised the contract for construction. The permitting for the SCNT is underway, and the project received federal grants from the State Highway Administration (SHA). The Invitation for Bids (IFB) was ready to be issued, but there have been delays, including provisions in which the Federal Highway Administration (FHWA) is required to review the IFB prior to advertising, and time-of-year restrictions. The IFB has received approval from the FHWA, but the contractor is unable to begin work until 2026 due to the time-of-year restrictions. The FHWA is also required to review each award, which takes approximately 4-6 weeks. Ms. Jones asked for clarification regarding the current plan for the SCNT. Mr. Swift stated that MPA will first identify the dates in which the time-of-year restrictions will be lifted, so that the contract can be awarded and the notice to proceed (NTP) can be provided to the contractor in a timely manner.

Mr. Swift provided updates on the Mid-Bay Project. The project consists of utilizing Beneficial Use (B U); the goal is to restore wetlands and habitats at Barren Island. The Phase I construction of Barren Island has been completed, and Phase II began in January 2025 and is expected to last three (3) years. Inflow is anticipated to begin in the near future. The design for James Island is currently ongoing, which includes utilization of modeling and geotechnical analysis to help determine the project's final alignment and structure components. Project partners are required to obtain two (2) permits in order to proceed with the construction: 1) Tidal Wetlands License and 2) Water Quality Certification. The Tidal Wetlands License application was submitted in 2024, and the Water Quality Certification was submitted in Spring 2025. A public comment and hearing period for the permits occurred in the second quarter of 2025, and no public comments were received. The Mid-Bay Project public outreach and stakeholder engagement is ongoing as construction and design of Barren and James Island advance. The Mid-Bay community stakeholders' group is involved in outreach and building new community relations. Mr. Swift mentioned that a few events were held in Dorchester County to engage with the community. Ms. Kestel inquired about the size and condition difference between the two islands. Mr. Swift stated that Barron Island consists of decent amounts of remnants. James Island has minimal remnants which can be seen at low tide, and the project will be similar to that of Poplar Island. Ms. Miller added that Barren Island will consist of 72 acres of restoration and James Island will consist of 2,100 acres. Mr. Brylske asked about the proximity of the two islands. Ms. Ashley stated that James Island is adjacent to Taylors Island and Barren Island is near Upper Hoopers Island.

Mr. Swift provided updates on Poplar Island and Hart-Miller Island. Poplar Island is a 1,715-acre site that consists of 68 mcy of dredged material capacity. The island is continuing to receive inflow; the next inflow event is anticipated to occur in January 2026. Poplar Island will continue to receive dredged material until 2032/2033 and then a transition into the Mid-Bay Project will occur. MPA and Maryland Environmental Service (MES) are continuing to explore funding options for the North Cell Habitat Development of Hart-Miller Island. As a result of the collaboration with the Maryland Department of Natural Resources (DNR) and Hart-Miller

Island Citizens' Oversight Committee (C O C), several alternatives for the development of the North Cell were explored. Coordination on the concept and design is anticipated to continue. MPA will also continue to partner with the Friends of Hart-Miller Island to explore recreational enhancement opportunities and pursue funding for the Hart-Miller Island state park. Mr. Brylske mentioned that the BioBlitz and fundraiser event will take place on September 27, and the 5-mile race will take place on October 4, 2025, at Hart-Miller Island.

Mr. Swift provided updates on the Masonville DMCF and Masonville Cove. The +30 ft dike raising at the Masonville DMCF is near completion. The contractor is currently working on the punch list items which involve reviewing any damage that may have occurred during construction and ensuring that it is fixed. The contractor will be completing the dike raising project eight (8) months ahead of schedule. The dike raising design consists of implementing a vegetated vertical wall known as mechanically stabilized earth (MSE) wall. The MSE wall was implemented because it helps maintain the dredged material capacity compared to other designs. It was asked if the MSE wall can be seen from Masonville Cove. Mr. Swift replied that the MSE wall could probably be seen during the winter. Ms. Ashley will send pictures of the Masonville DMCF MSE wall to the CAC via email.

The design work for the +42 ft dike raising is near completion. MPA is currently awaiting approval for a few permits before moving into procurement and advertising of the contracts. The goal is to have a short gap between completion of the +30 ft dike raising construction activities and obtaining permits for the construction of the +42 ft dike raising. It is anticipated that procurement will be contacted in the first quarter of 2026, and the contractor will receive a NTP in the beginning of July 2026. Ms. Kestel inquired about the current level of filling at the Masonville DMCF. Mr. Swift will share the remaining capacity of the Masonville DMCF via email. The Masonville DMCF is currently preparing for the inflow event for Fall 2025. The site will gain approximately 5.6 mecy of capacity after completion of the +42 ft dike raising. Mr. Swift stated that the Masonville Cove Connector is currently in the 30% design phase. The team is currently exploring other funding sources. It is anticipated that the design will be completed in Summer 2027. The construction will begin after completion of the sewer project by Baltimore City.

Mr. Swift provided updates on the modification of the Seagirt Loop Channel. In coordination with the USACE, MPA initiated the Seagirt Loop feasibility study for navigational improvements which was completed in 2023. The study recommended the Seagirt Loop Channel to be deepened to -50 ft and widened at the bend to allow safe passage. The modification of the Seagirt Loop Channel will allow ships to launch from the pier without complicated maneuvers and will also allow for improved efficiency at the POB. The construction is anticipated to begin Fall 2026.

Mr. Swift reviewed the "CAD Outreach and Engagement" section of the Mid-Year Report. Mr. Swift reminded the attendees that the CAD Subcommittee was established under the DMMP BEWG to explore the technical aspects of a second CAD Pilot Project in Maryland. The CAD Subcommittee has drafted a report that is currently awaiting approval from the Executive Committee. The report presents data gaps and information that MPA will need to make a determination regarding moving forward with a second CAD Pilot Project. Mr. Swift also stated

that seven (7) CAD Bulletins have been distributed, and the last newsletter is anticipated to be distributed after the release of the CAD Subcommittee Report.

### **3.0 DMMP Engagement**

**Angie Ashley, CAC Facilitator and Danielle Fisher, MPA**

Ms. Ashley reviewed MPA collaborations with the CAC. The February 2025 CAC meeting involved a collaborative session to collect feedback from the CAC members. The feedback was reviewed with attendees during the May 2025 CAC meeting and improvements have been made based on the feedback. The improvements align with objectives of the Office of Navigation, Innovation, and Stewardship (NIS), which include sustaining and deepening stakeholder engagement, identifying key topics of interest, and utilizing various methods to effectively communicate on the DMMP.

Ms. Ashley reviewed the key topics of the feedback that was received from the CAC members. MPA received feedback regarding the DMMP 20-year rolling plan. The plan has its challenges, especially with having to plan for 20 years of capacity for the Baltimore Harbor. The overall length of the DMMP projects is long and each can take decades to complete. There have been misunderstandings that MPA dredges the Baltimore Harbor, but it was noted that the USACE and private sectors dredge the Harbor. There has also been a lot of interest in sediment and sediment quality, such as the difference between harbor and bay material, and maintenance and new work material. CAC members also provided feedback regarding the level of stakeholder engagement in the program; the role, evolution, and pride of the DMMP Committees; how Maryland stands out in dredged material management nationally and globally; and opportunities and values of IR/B U early in the engagement process.

CAC members were also interested in seeing grassroot level presentations and the use of less technical jargon. This includes giving the audience the opportunity to ask questions and providing the audience with reassurance and understanding that dredged material is handled properly. CAC members expressed interest in working with schools, neighboring community associations, and connecting with local politicians and their network. There were also interests in viewing videos of the dredging process and close-up viewing of sediment testing.

Based on the feedback that was received from the CAC members, MPA has worked on improving a few items. The Spotlight Series videos have been created to review topics that were of interest to the CAC members. One topic focuses on innovation occurring in the DMMP, IRBU Program, and research resulting from the R&D projects. Another topic of the video series focuses on the DMMP 20-year rolling plan and the agencies' roles in the plan. The Spotlight Series video covers the difference between MPA and USACE, and the role of the POB. The third Spotlight Series video focuses on CAD. There are two (2) additional videos currently under development, and these videos will cover topics on sediment quality and stakeholder involvement.

MPA has also worked on improving communication by providing County iMPact Reports that are visually appealing, have less technical jargon, and are more digestible by the audience. The iMPact Reports review projects and their benefits based on geography. There are currently two (2) iMPact Reports available on the [DMMP website](#), and the reports cover Anne Arundel

County and Baltimore County. The report on Baltimore City will be available in the near future, and reports on Talbot County and Dorchester County are currently being planned.

Ms. Ashley stated that MPA has also worked on providing information to people in a timely manner and in an easily consumable way. The CAD Bulletin was developed to provide information on CAD to the people who were interested in learning more about the project. The newsletter provides information all in one place with links to various resources and reports. It also incorporates more pictures and videos to make technical information more visual. There has been a total of seven (7) newsletters that were distributed, and the 8<sup>th</sup> newsletter is currently in development and is anticipated to be distributed in the near future.

The CAD Subcommittee Report was scheduled to be presented during today's meeting, but since the Executive Committee meeting was delayed due to changes in the Secretary of the Maryland Department of Transportation (MDOT), the CAD Subcommittee Report will now be presented in a webinar. The webinar will be recorded and uploaded on the DMMP website. The date for the webinar is currently being scheduled.

Ms. Ashley stated that a summary report of the IR/B U highlighting the progress of innovation in Maryland is underway. The report will summarize the 20 years of innovative work that has been completed by MPA.

Ms. Fisher reviewed the improvements that were made to the DMMP website. The goal is to make the website a hub of information for DMMP stakeholders so that they are able to find information easily. The "Connect" page allows people to subscribe to various newsletters, including the EcoPort, Masonville Cove, Mid-Bay, and CAD newsletters. The new feature on the "Connect" page also allows community members to request a community presentation. Ms. Fisher stated that all of MPA's social media handles are listed on the DMMP website. Port of Baltimore social media provides regular updates on the DMMP. The "Committee" page on the website has been updated so that all meeting materials can be accessed, such as meeting summaries and presentations. The "Committee" page also has a new feature that allows people to easily add meetings to their Google or Outlook calendar. The "Reports" page has been updated so that all reports, including the Mid-Year, Annual, and iMPAct Reports are listed on one page. The "Home" page has a new feature called "Points of Pride" which provides news updates on events that have occurred throughout the year. The "Points of Pride" news carousel is updated quarterly. The DMMP website was presented to the attendees and Ms. Fisher walked through each of the updates that were made on the website.

There have been requests for increased interactions with communities, and MPA has worked on increasing staff and consultant participation in community meetings and events. MPA has also hosted "Get the Scoop on Dredging" workshops where tables are set up to provide information on dredging methodology, sediment testing, connecting with the POB, and IR/B U of dredged material. These workshops allow community members to have a one-on-one conversation with project managers and experts on the topics. MPA has increased its presence at community meetings and events, and has hosted open houses, field trips, and tours. MPA has fulfilled a request to connect with local elected officials and to use their channels to connect with the

stakeholders. For example, MPA-hosted events are being shared across the elected officials' newsletters.

Ms. Fisher reviewed the Urban Wildlife Conservation Day (UWCD) event that took place on September 20, 2025. There were approximately 260 visitors and 51% were first-time visitors. Approximately 43% of the visitors came from targeted areas, including Brooklyn, Brooklyn Park, Cherry Hill, and Curtis Bay. This year MPA created an interactive map that provided locations of each of the stations; the interactive map was opened 229 times. It is anticipated that the interactive map will be featured not just at Masonville Cove but at other DMMP sites as well.

There have also been requests for increased youth opportunities with the DMMP. The Youth Birding Week has expanded and is now two one-week programs. The Masonville Cove Links Wild STEM summer internship program continues to grow each year, and provides students from various majors the opportunity to experience conservation at different DMMP sites and explore careers in conservation. The Latino Conservation Day Youth Program was hosted this year and over 100 families participated in the event at the National Aquarium. To date, MPA has engaged 9,500 youths through port terminal tours and DMMP sites, including Masonville Cove, Cox Creek, Hart-Miller Island, and Poplar Island. Ms. Fisher also stated that the Terrapin Education Research Partnership (TERP) Program engages students by placing baby Terrapins that come from Poplar Island in classrooms. The students raise the turtles and at the end of the school year, students release the turtles at Poplar Island. MPA will be placing 182 Terrapins in classrooms throughout Maryland for the 2025-2026 school year.

The Cox Creek Open House is scheduled for October 18, 2025, from 10:00 a.m. to 2:00 p.m. The event will take place at the Cox Creek DMCF. Visitors will have the opportunity to take a tour of the DMCF and see the geotubes this year. The event will have family friendly activities, tours and demos, and stations with community partners from the area.

Ms. Jones announced that the next "Get the Scoop on Dredging" workshop will take place on October 2, 2025, at 6:30 p.m. with the North Point Peninsula Council. Ms. Ashley will send a follow-up email to the CAC for further information on the next "Get the Scoop on Dredging" workshop.

Mr. Garofolo provided a suggestion to rename the title of the CAD Bulletin to "MPA Dredge Management Bulletin" so that it covers general MPA activities. Ms. Ashley stated that the next CAD Bulletin newsletter will be the last of the series. Information on the CAD Subcommittee Report will be covered in the last CAD Bulletin newsletter and will also be covered in the EcoPort newsletter.

Ms. Kestel asked if MPA provides information on career opportunities at community events. Ms. Fisher stated that MPA has a "Connect with the Port" table that provides resources regarding career opportunities. Ms. Jones added that the main purpose of MPA's involvement in community events is to focus on questions regarding dredging, such as providing clarity on the dredging process.

It was asked if the Spotlight Series is only available on the DMMP website or if it is accessible from other platforms. Ms. Ashley stated that the Spotlight Series is currently only available on the DMMP website. It was asked if the Spotlight Series is posted on the POB YouTube channel. MPA will investigate adding the Spotlight Series to the POB YouTube channel.

#### **4.0 Roundtable Remarks**

**DMMP Committee**

##### **Chairs**

##### Cox Creek C O C

On behalf of Mr. Gakenheimer, Ms. Ashley reminded attendees the Cox Creek Open House will take place on October 18, 2025. The next Cox Creek C O C meeting will take place on October 22, 2025, at the Cox Creek Operations and Management Complex. The meeting will include a tour that will showcase the geotubes and IRBU projects that are currently taking place at the Cox Creek DMCF.

##### Masonville CAC

Ms. Kestel stated that the Chesapeake Gateway Ceremony kicked off at the UWCD that was held on September 20, 2025. The Masonville Cove is now a part of the Chesapeake Gateways network that reaches from New York to Virginia. The Masonville Cove will also be included in the Chesapeake Gateways app.

##### Hart-Miller Island C O C

Mr. Brylske thanked MPA for their continued support in design and efforts in opening the North Cell at Hart-Miller Island. There has been frustration regarding the delay in the opening of the North Cell as there is no established plan. There have also been fiscal issues in which Mr. Brylske suggests that there are various ways to raise funds. The DNR has been helping improve Hart-Miller Island over the years and the Hart-Miller Island C O C is currently waiting for the U.S. Fish and Wildlife (USFW) grant which will help provide partnership with Masonville, and the Chesapeake Bay Trust grant to build programming. The beach and camp sites were open but did not have access to trails and bikes. There has been a rise of concern regarding a decrease in the number of on-site rangers that has caused disruptions in regular programming and upkeep of the park. Mr. Brylske announced that the BioBlitz fundraiser will take place on September 27, 2025, in collaboration with the National Aquarium. Mr. Brylske stated that greater support will be required in 2026, such as support from DNR and stronger collaboration between DNR and MPA.

#### **5.0 U.S. Army Corps of Engineers Report USACE**

**Jo Ann Grundy,**

Ms. Grundy reviewed the USACE Report. The FY26 contract is currently being advertised for the Mayland channels. The advertising period began on September 19, 2025. Dredged material from the Brewerton Channel and Seagirt West Channel will be placed at the Cox Creek DMCF and the dredged material from the Brewerton East Extension and Craighill Channel will be placed at Poplar Island. There will be less volume of dredge material from previous cycles but there is still a huge portion of the dredged material that will be placed at the Cox Creek DMCF and Poplar Island. It is anticipated that USACE will award contracts on November 10, 2025, and construction will begin in December.

Ms. Grundy stated that the FY24 York Split Dredging and Placement Contract has been completed. USACE dredged approximately 1.9 mcy of material and placed it at the Wolf Trap Alternative Placement Site Northern Extension. The dredging was completed in early June 2025, and final modifications were executed on September 19, 2025, for final quantities. Overall, the contract had underruns, where there was less material than anticipated.

The FY25 Cape Henry Dredging and Placement Contract was awarded on September 18, 2025. Approximately 1.6 mcy of dredged material will be placed at the Dam Neck Ocean Disposal site. It is anticipated that the NTP will be executed mid-November 2025, and dredging will be completed on April 15, 2025.

Ms. Grundy reviewed the Seagirt Loop modification. The design agreement was executed on September 26, 2024, and the preconstruction engineering and design phase is ongoing. The preliminary engineering activities were completed, and the Cultural Investigation Report was submitted to the Maryland State Historic Preservation Office. Additionally, the construction authorization was provided in WRDA 2024, section 1401(1) 4. USCE anticipates deepening and widening the West Seagirt Branch Channel to -50 feet.

Ms. Grundy stated that the North Cross Dike at Mid-Bay, Barren Island, was completed on September 21, 2025, and will be receiving dredged material from the Honga River. For James Island, the design phase is nearly complete. USACE has received \$72 million from the FY25 Work Plan. The first construction contract award is planned for the first quarter of FY26 (October 2025). There was, however, a delay of a few months due to a Project Labor Agreement (PLA) requirement.

## **6.0 Open Discussion & Adjourn**

### **Members**

**All**

Ms. Ashley thanked the attendees for their participation. Materials for the 2025 DMMP Annual Meeting will be provided to the CAC, as well as the schedule for the next CAC meeting in 2026.