

**FINAL SUMMARY OF THE
DREDGED MATERIAL MANAGEMENT PROGRAM
MANAGEMENT COMMITTEE MEETING
June 17, 2026, 10:00 AM
World Trade Center Institute, Stanton Room
401 E. Pratt Street, Baltimore, Maryland 21202**

Attendees:

Angie Ashley Consulting: Angie Ashley

Arcadis: Albert Buell

Audubon Mid-Atlantic: Jim Brown

Baltimore Port Alliance (BPA): Rupert Denney*

Council Fire: George Chmael II

Dredged Material Management Program (DMMP) Citizens Advisory Committee (CAC): Adam Lindquist (Chair)*

EcoLogix: Steve Pattison

Maryland Department of the Environment (MDE): Heather Nelson*

Maryland Department of Natural Resources (DNR): Richard Ortt

Maryland Department of Transportation, The Secretary's Office: Anne Marie Esposito, Caitlin Hassan, Allison Gost*

Maryland Environmental Service: Mackenzie Brown, Madeline Morrell, Kenna Oseroff

Maryland Port Administration (MPA): Bertrand Djiki, Danielle Fisher, Rachael Gilde, Margie Hamby, Rachel Miller, Kelvin Moulden, Bob Munroe, Joseph Ross, Darren Swift, Nathan Thompson

Maryland Geological Survey: Stephen Van Ryswick*

National Oceanic and Atmospheric Administration, Fisheries: Jonathan Watson*

The Association of Maryland Pilots: Captain Eric Nielsen*

University of Maryland Center for Environmental Science (UMCES): Dr. Fernando Miralles-Wilhelm (DMMP Management Committee Liaison)*

U.S. Army Corps of Engineers, Baltimore District (CENAB): JoAnn Grundy, Eric Lindheimer*

U.S. Army Corps of Engineers, Philadelphia District (CENAP): Michael Hart*

U.S. Fish and Wildlife Service: Robbie Callahan*

*Denotes DMMP Management Committee members.

Action Items:

- No Action Items

1.0 Convene and Welcome

Mr. Darren Swift, MPA

Meeting materials can be found at the following link: [6/17 Management Committee Meeting](#). Mr. Swift welcomed attendees, called the meeting to order, and encouraged ongoing participant engagement. Mr. Swift requested a motion to approve the March 18, 2026, DMMP Management Committee meeting summary. The Committee approved the meeting summary without changes.

Mr. Swift provided updates on recent events, including the third 'Get the Scoop on Dredging' event at the Riviera Beach Library on June 3, 2026. This event provided an opportunity for local stakeholders to have one-on-one conversations with MPA project managers.

Mr. Swift also expressed gratitude toward MDE for quickly providing the permit modifications for the James Island construction associated with the Mid-Chesapeake Bay Island Ecosystem Restoration (Mid-Bay) Project.

2.0 DMMP Mid-Year Report

Mr. Darren Swift, MPA
Mr. Kelvin Moulden, MPA
Ms. Danielle Fisher, MPA

Mr. Swift provided an overview of the 2026 DMMP Mid-Year Report. In 2026, MPA's Office of Navigation, Innovation, and Stewardship (NIS) is celebrating the theme of "Stewardship Fueled by Science." The presentation focused on progress made on the 2026 DMMP Recommendations outlined in the 2025 DMMP Annual Report rather than reviewing the recommendations individually. These recommendations support the DMMP in achieving success that will benefit the region economically, environmentally, and socially for decades. Additional details can be found in the full [2026 DMMP Mid-Year Report](#).

The 2026 DMMP Mid-Year Report includes four major sectors of work including Funding & Policy, Navigation, which encompasses Planning & Operations, and Stewardship activities which includes Engagement & Outreach.

Funding & Policy

All DMMP activities depend on funding and policy initiatives in which NIS prioritizes working closely with congressional delegations and federal and state partners to ensure favorable legislation, sufficient funding, and support for DMMP projects.

In the first half of 2026, NIS engagement with stakeholders and advancing partnerships remained a top priority. MPA hosted five high-profile tours and site visits for government, nonprofit, and economic development organizations.

Funding is moving forward with the release of the U.S. Army Corps of Engineers (USACE) Federal Fiscal Year (FFY) 2026 Work Plan showing positive and sufficient allocations for Baltimore. A total of \$229 million in federal appropriations has been allocated supporting key MPA projects including the Mid-Bay Project, Baltimore Harbor Channel maintenance dredging, Paul S. Sarbanes Ecosystem Restoration Project at Poplar Island (Poplar Island) placement and development activities, and dredging operations within the Chesapeake and Delaware (C&D) Canal.

Navigation: Planning & Operations

Mr. Moulden stated that MPA is actively implementing strategic initiatives based on scientific best practices and the DMMP's rolling 20-year plan. These initiatives involve planning and constructing new and expanding existing Dredged Material Containment Facilities (DMCFs), optimizing capacity, and enhancing the safety and efficiency of shipping channels that serve the Port of Baltimore's (POB) terminals.

Poplar Island, the current primary repository for dredged material from the Chesapeake Bay, began receiving the most recent inflow in April 2026, towards the 71.1 million cubic yards (mcy) of capacity this placement site provides. Poplar Island's role as a hub of scientific research continues with new data showing restored marshes are demonstrating resilience to sea level rise. Other

studies currently underway include examinations of best practices for wetland restoration, carbon sequestration, nutrient cycling, oyster spat viability, native fish utilization, and long-term ecological resilience.

As Poplar Island nears capacity for material placement, the Mid-Bay Project will become the next site for beneficial use (BU) of 90 to 95 mcy of dredged material over the next 30 years. Phase II construction at Barren Island is underway and expected to be complete in 2028. Dredging and placement of sediment from the Honga River is planned later in 2026. Construction at James Island is also advancing with \$53.8 million awarded to USACE for Phase I construction, which began earlier in 2026.

At the Cox Creek DMCF, four major initiatives are underway. Capacity expansion planning is underway to excavate up to 300,000 cubic yards (cy) of clay from the Upland Cell of the DMCF later in 2026. As part of its commitment to science-based, environmentally responsible management, NIS is exploring the use of biochar, a nature-based solution, as a water treatment method. The construction contract for the Genesee Valley Outdoor Learning Center wetland and habitat restoration project was awarded. Construction began in early May 2026 and is expected to continue for approximately seven months. In addition, design of the Swan Creek Nature Trail (SCNT) is complete, and contracting and permitting are in progress. Construction of the SCNT is expected to begin in the fall of 2026.

The Masonville DMCF and Masonville Cove are also very active. At the Masonville DMCF, the capacity expansion design is complete, and the construction permit is approved. MES, on behalf of MPA is currently soliciting construction bids and expects to award a contract in June 2026. The final elevation of +42 feet will create 2.2 mcy of incremental capacity. At Masonville Cove, the final concept for the Masonville Cove Connector (MCC), a shared-use path to increase safe and equitable access to the site, was selected and is progressing to 30% design. MPA has secured \$2.8 million in funding for the MCC to date and is seeking additional funding for construction.

Hart-Miller Island State Park re-opened to visitors for recreation, marking the 10th anniversary of the South Cell opening to the public, and MPA is developing a plan for North Cell habitat development seeking to select and document a path forward by September 30, 2026.

The Seagirt Loop Channel Modification project continues to make progress with the goal of reducing delays, increasing safety, and greatly improving efficiency of ultra-large container ships calling on the POB. The 60% design is anticipated by September 2026. This phase will yield the final channel design, an implementation schedule, and estimated construction costs.

The Cox Creek Sediment Technology and Reuse (STAR) Facility will serve as the hub for future large-scale innovative reuse (IR) operations. MPA is making significant progress on site remediation and development with a phased remediation plan. In 2026, the Cox Creek STAR Facility's first 26-acre parcel is expected to become available to support IR activities. In planning for full-scale IR, MPA issued a Request for Information (RFI) to gauge market interest. The RFI has yielded six responses, which MPA is evaluating.

The nine IR Research & Development (R&D) projects are now complete. The final two projects presented in the spring of 2026 include HarborRock and the University of Maryland (UMD).

HarborRock demonstrated the high potential for using Baltimore Harbor dredged material in the production of lightweight aggregate and supplementary cementitious material. UMD presented findings of using dredged material combined with other materials to construct vegetative earthen berms as structures for stormwater management.

The Cox Creek DMCF now serves as more than a storage location for dredged material. With development of the Cox Creek STAR Facility, the DMCF also serves as a source of dredged material that can be dried and reused in IR and BU projects. In 2026, approximately 4,000 cy of dredged material has been reclaimed from the Cox Creek DMCF, creating new capacity. A contract has been awarded for recovery of up to 50,000 cy of material from the Cox Creek DMCF, with work expected to begin by mid-July 2026. MPA is currently drying approximately 145,000 cy of dredged material from Colgate Creek in geotubes at the Cox Creek DMCF. This material will be used at MPA facilities. As MPA plans for large-scale IR and BU operations at the Cox Creek STAR Facility, Phase II testing of geotube fabrics to optimize performance is now complete and planning is underway to leverage these findings to create a seven-acre drying field at the Cox Creek STAR Facility.

For BU, MPA convened a new subcommittee under the Bay Enhancement Working Group (BEWG) to develop recommendations for more transparent and predictable guidance for implementation of Baltimore Harbor dredged material BU.

MPA is re-engaging the Virginia BEWG to refine the list of suitable, cost-effective dredged material placement options for the Virginia Channels leading to the POB, including BU options. A committee meeting is anticipated to be held in October 2026. As part of this effort, USACE initiated a “Planning Assistance to the State” study to address data gaps related to BU and dredged material management in Virginia, which will help the Virginia BEWG evaluate promising options. These efforts will inform the refined list of suitable, cost-effective dredged material placement options for material from the York Spit Channel.

Stewardship: Outreach & Education

Ms. Fisher stated that MPA engagement efforts continue to foster meaningful dialogue with a wide range of stakeholders, including elected officials, public interest organizations, and local communities, to build a better understanding of the complexities of dredged material management and the need for long-term planning.

Thus far in 2026, NIS outreach and education efforts have engaged nearly 9,000 individuals, including over 7,700 students from 258 class groups. In March and June 2026, MPA hosted “Get the Scoop on Dredging” events to proactively provide communities with background information about dredging and how material is managed, tested, and reused sustainably. MPA is planning for future engagements using the Environmental Protection Agency’s Good Neighbor Roadmap by fine-tuning its messaging, updating existing materials, and continuing to prioritize stakeholder engagement.

At the Mid-Bay Project, where construction is underway, MPA is working closely with local watermen and water users to inform construction safety zones at both Barren and James Islands. Ongoing engagement with the Mid-Bay Community Stakeholder Group, now in its third year, is

yielding productive discussions regarding new outreach approaches informed by community leaders.

The Masonville Cove Partnership continues its strong engagement welcoming nearly 5,000 visitors in the first half of 2026 and noticeable progress was made in enhancing program inclusivity, strengthening volunteer opportunities, and greening the campus. The Friends of Masonville Cove recently obtained its Articles of Incorporation from the State of Maryland and is awaiting 501c3 non-profit status from the Internal Revenue Service. The Friends of Masonville Cove partnered with Friends of Hart-Miller Island, who received a \$200,000 grant through the National Fish and Wildlife Foundation's Chesapeake Watershed Investments for Landscape Defense (WILD) program to fund two Friends coordinator positions. This grant will fund expansion of stewardship efforts, strengthen environmental education, and advance conservation of critical habitat at both sites.

The Terrapin Education and Research Partnership (TERP) Program continues to engage schools with more than 750 students participating in terrapin release field trips in May and June 2026. The program welcomed a new avatar, Dr. Tallulah Terrapin, a friendly face for the program that will deepen student, educator, and community engagement. Youth Birding Week will again return for two weeks in the summer of 2026 with new, additional units about how habitat restoration benefits bird populations. Additionally, MPA will again welcome four college interns to explore careers in conservation through the Masonville Cove Links WildSTEM Summer Internship funded by a \$30,000 grant from the Keith Campbell Foundation.

For the first time, MPA will host a Chesapeake Conservation and Climate Corps member to support the Friends of Masonville Cove and Friends of Hart-Miller Island. In addition, MPA as part of the BPA, hosted its largest Hiring and Career Expo to date. The event brought together 39 employers and 380 job seekers, over 25% of whom took advantage of the free professional headshots available onsite. The event was a success for both employers and job seekers, with 92% of employers stating they met candidates they were likely to follow up with, and 96% of job seekers confirming they would recommend the event to others.

Mr. Denney inquired about the long-term capacity and future of the Masonville DMCF, specifically whether it would continue to be raised beyond +42 feet elevation. Mr. Moulden responded that the Masonville DMCF is designed to reach a final elevation of +42 feet, after which no additional dike raising will occur. Mr. Djiki explained that once capacity is reached, the facility will be stabilized and MPA will determine the most appropriate future use for the site. Mr. Swift further noted that there are no plans to increase the facility beyond its approved design elevation and that, based on current projections, the remaining capacity is expected to support dredged material placement for approximately 20 years.

Regarding the 2026 DMMP Recommendations, Mr. Denney asked when efforts to reduce greenhouse gas emissions became a part of the DMMP. Mr. Swift stated that reduction of greenhouse gas emissions has been an ongoing recommendation. Mr. Munroe elaborated that monitoring greenhouse gas emissions is required by state law, under the Climate Solutions Now Act. Mr. Denney questioned how the POB would be able to get the private sector to subscribe to the same terms to which Mr. Munroe stated that it would be a collaborative effort.

Mr. Lindquist notified the group that community members have raised concerns regarding the lack of Maryland DNR staffing at Hart-Miller Island and asked if there were any updates on staffing for 2026. Mr. Ortt stated that the Maryland DNR is attempting to move preexisting staff to Hart-Miller Island, however there is no guarantee given the hiring freeze. Mr. Ortt noted that the Hart-Miller Island Citizens Oversight Committee (COC) is communicating regularly with the rangers on site. As a follow-up to the meeting, Mr. Ortt provided additional information on coordination at Hart-Miller Island. The Hart-Miller Island ranger leadership has been in communication with Mr. Paul Brylske, chairman of the Hart-Miller Island COC, who is keeping the Hart-Miller Island COC apprised of current information. DNR rangers will continue routine activities, including cleaning restrooms and common areas, and collecting trash twice per week. Maryland DNR is currently seeking to fill four seasonal positions for Gunpowder Falls State Park for summer 2026, including positions that support Hart-Miller Island operations. However, these positions are not expected to be filled until later in the summer.

Mr. Ortt asked whether the additional dredged material placement capacity presented during the meeting effectively provides the POB with a planning horizon beyond the current 20-year rolling capacity planning period. Mr. Swift clarified that the additional capacity does not constitute an approved long-term plan but does provide approximately 30 years of placement. Mr. Djiki added that, while maintaining a rolling 20-year capacity plan remains the objective, one of the DMMP recommendations is to evaluate capacity planning beyond the 20-year horizon. Mr. Swift noted that MPA is actively working toward that recommendation by evaluating future placement options beyond the existing planning timeframe. Mr. Ortt emphasized that communicating the availability of long-term placement capacity could strengthen economic development efforts by providing confidence to shipping lines and private industry that the POB will continue to support navigation and future growth. Mr. Swift agreed that extending planning beyond the 20-year horizon and effectively communicating those efforts would help reinforce the POB's long-term reliability and competitiveness.

Mr. Munroe noted that, although long-term placement capacity continues to improve, significant near-term demands remain for dredged material placement associated with both navigation and economic development projects. Mr. Denney distinguished between maintaining federal navigation channels to accommodate larger vessels and supporting private terminal development, noting that both are important components of the POB's long-term growth strategy. Mr. Denney suggested evaluating historical private terminal dredging activity to better understand future placement needs and recommended that MPA continue highlighting its long-term capacity planning efforts in communications with industry. Mr. Munroe agreed that continued coordination with MPA's marketing efforts is important while recognizing that balancing maintenance dredging, new work dredging, and available placement capacity presents ongoing planning and policy challenges.

Ms. Grundy asked about the long-term goals for capacity reclamation and the anticipated volume of dredged material that could be recovered annually through IR efforts at the Cox Creek STAR Facility. Mr. Swift responded that capacity reclamation is expected to scale up over a five-year period, with a long-term target of recovering approximately 500,000 cy of material annually. Achieving this level of reclamation would allow material removed from the Cox Creek DMCF to offset future federal dredged material placement and help keep the Cox Creek DMCF operational for the foreseeable future. Mr. Moulden clarified that the projected recovery targets are based on

anticipated future dredged material inflows but noted that the Cox Creek STAR Facility is intended to have the capacity to reclaim material at rates exceeding projected inflows when necessary. This flexibility would allow for the acceptance of large, short-term placement demands while simultaneously creating additional capacity within the Cox Creek DMCF through ongoing material reclamation. Mr. Munroe summarized the long-term vision for the Cox Creek DMCF as transitioning from a long-term storage facility to a transfer station, where dredged material can be received, processed, and reused for IR and BU.

Mr. Denney emphasized the strategic importance of maintaining placement capacity within the Patapsco River, noting that future maritime and industrial development is more likely to occur within the Baltimore Harbor rather than elsewhere along the Chesapeake Bay. Mr. Munroe stated that major projects, including Tradepoint Atlantic, the Seagirt Loop Modification, and the U.S. Coast Guard are expected to place significant demands on available placement capacity. Mr. Munroe noted that existing placement facilities are currently operating at capacity and that maintenance dredging for the federal navigation channels continues to be top priority.

3.0 US Army Corps of Engineers Report

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

CENAP Report

Mr. Hart stated that the FFY25 maintenance dredging contract for portions of the Chesapeake Bay approach channels as part of the C&D Canal federal navigation project concluded on April 15, 2026. Winter weather delayed dredging past April 1, 2026, for which CENAP received a time-of-year restriction (TOYR) waiver from MDE allowing for the extension of dredging operations through April 2026. Approximately 731,500 cy of material was removed from the approach channels from Reedy Point to Pooles Island and placed at the Pearce Creek DMCF. CENAP is preparing for the FFY26 maintenance dredging contract, which is expected to include approximately 500,000 cy of material from the Upper Chesapeake Bay navigation channels with placement at the Pearce Creek DMCF.

Painting and steel repair work continues on the Summit Bridge, with an air gap restriction currently in place on the southern side, which will transition over to the northern side in the late summer of 2026 until work is completed in the fall of 2026. At the Senator William V. Roth, Jr. Bridge, CENAP plans to advertise a contract later in 2026 for bearing replacement, work of which is anticipated to take two months. There are no air gap restrictions expected related to the work at this time. For the Chesapeake City Bridge, CENAP intends to advertise a contract later in 2026 for painting and miscellaneous steel repairs, work of which is anticipated to begin in the spring of 2027. An air gap restriction is expected to be associated with the work.

CENAB Report

Mr. Lindheimer reported that the Assistant Secretary of the Army for Civil Works recently announced a new initiative, “Building Infrastructure, Not Paperwork (BINP),” which is focused on improving the efficiency of the Civil Works Program. The initiative emphasizes maximizing dredging efficiency through innovative contracting approaches and greater coordination across multiple projects and ports. Potential future contracting methods under consideration include regional contracts encompassing multiple ports, such as Baltimore, Norfolk, and Philadelphia, with the goal of maximizing dredging productivity and reducing costs. A pilot program is anticipated for FFY27, however, Baltimore is not currently included. Additional guidance from USACE

Headquarters is expected, and further discussion will be needed to evaluate the potential impacts on dredged material placement and future dredging operations.

Mr. Munroe asked where the proposed pilot program would be implemented. Mr. Lindheimer responded that pilot locations have not yet been identified but are expected to be selected where the new contracting approach can provide the greatest benefit. Ms. Grundy added that implementation planning of the pilot program is anticipated to begin following the 250th Anniversary celebration in July 2026, with pilot projects anticipated to begin in FFY27. The initiative builds upon USACE's previous hopper dredging strategy by expanding efforts to prioritize projects and maximize dredging efficiency across a broader portfolio. Rather than relying solely on traditional low-bid procurement, USACE is evaluating alternative contracting methods intended to improve efficiency, increase competition where appropriate, and maximize the amount of dredging completed with available funding. Mr. Lindheimer noted that industry representatives also participated in discussions regarding the proposed contracting approach and expressed differing opinions on the initiative. Despite varying perspectives, USACE leadership continues to emphasize the need to improve efficiency and deliver projects more effectively.

Mr. Lindheimer reported that the FFY25 Virginia Approach Channels Cape Henry dredging project was completed on April 15, 2026, removing approximately 1.5 mcy of material and placing it at the Dam Neck Ocean Disposal Site.

The FFY26 Baltimore Harbor and Channels contract was delayed and is ongoing. The contractor completed work in the Brewerton Channel and is preparing to begin operations at Seagirt West. Mr. Lindheimer expressed appreciation toward MDE and Maryland DNR for assisting CENAB in navigating TOYR related to the dredging project, allowing work to extend past the April 15, 2026, deadline to July 15, 2026. The contract is anticipated to be completed before July 15, 2026. A second contract related to the Baltimore Harbor and Channels is anticipated to include approximately 500,000 cy of material from Brewerton Angle and Curtis Bay to be placed at the Cox Creek DMCF and approximately 1.6 mcy from the Cutoff Angle, Upper Range, Craighill Angle, and Craighill Entrance to be placed at Poplar Island. Solicitation is expected in July 2026, with contract award in August 2026 and Notice to Proceed (NTP) in October 2026.

For the Seagirt Loop Modification Project, the project schedule was adjusted due to additional requirements and constraints related to the munitions and explosives of concern (MEC) that were previously unaccounted for. CENAB is soliciting feedback from industry regarding MEC considerations to support completion of the revised 60% design, which is anticipated to begin in early July 2026. Following review of industry comments and subject to funding availability, CENAB anticipates awarding the contract for the first stage of dredging in late September 2027, with dredging expected during the winter of 2027 into 2028.

At Poplar Island, the remaining capacity is estimated at approximately 20 mcy or 29%. The most recent dredged material inflow period is complete, with the next inflow expected to begin later in 2026. CENAB will host a Dutch delegation during a site visit in July 2026.

Related to the Mid-Bay Project, the contract for Phase II of Barren Island restoration is underway, with work approximately 55% complete. Phase II includes the dredging of the adjacent Honga River Channel, which is anticipated for fall 2026. At James Island, the first phase of construction

is underway. Mr. Lindheimer acknowledged MDE's assistance in resolving recent turbidity concerns and reported that the project received an additional \$109 million in federal funding during FFY26. The design for Phase II of James Island construction is approximately 65% complete, with contract award anticipated in the fall of 2026.

CENAB is working on the U.S. Coast Guard Curtis Creek Improvement Dredging project, which continues to affect long-term dredged material placement planning at the Cox Creek and Masonville DMCFs. Coordination is ongoing with project partners to evaluate placement capacity and minimize impacts on other dredging projects. Utility relocations remain the primary challenge, as several utilities cross the federal navigation channel and must be relocated before dredging can begin. A site visit and meeting with congressional representatives is scheduled for June 18, 2026, to discuss project status and ongoing coordination efforts.

4.0 Citizens Advisory Committee Report

Adam Lindquist, CAC Chair

Mr. Lindquist stated that a DMMP committee chairperson gathering occurred on April 30, 2026, to strengthen collaboration and coordination among the various DMMP committees. The gathering also provided the opportunity to welcome Ms. Brandy McCoy from the KLT Group as the new facilitator for the Hart-Miller Island COC. The Hart-Miller Island COC is reviewing transition timeline options and is expected to provide feedback by ranking the proposed options in the summer of 2026, with further discussion scheduled for the full CAC meeting on July 1, 2026. MPA and the Maryland DNR have outlined the advantages and disadvantages of each transition option and emphasized the importance of continued community participation throughout the decision-making process.

The CAC continues to support and discuss a science-based decision-making approach to dredged material placement. Rather than relying solely on the North Point–Rock Point line to determine where dredged sediment is placed, the CAC expressed interest in evaluating whether future placement decisions could be guided by scientific criteria while considering the legal, financial, political, and ecological implications of any potential changes.

The next CAC meeting is scheduled for July 1, 2026, and the CAC will conduct a field trip to Poplar Island on August 21, 2026.

As an update from the Waterfront Partnership of Baltimore, Professor Trash Wheel was temporarily removed from service for structural repairs and is expected to return to the Baltimore Harbor in early July 2026. Several successful waterfront recreation events were highlighted, including the Harbor Splash event, Katie Pumphrey's inaugural one-mile open water swim in the Baltimore Harbor, and the return of the Baltimore Flotilla, which attracted more than 300 participants. Regarding the new ADA-accessible kayak launch at Rash Field Park, the ribbon-cutting ceremony has been postponed because of inclement weather. The launch includes public kayak access, self-service kayak rentals, and expanded recreational opportunities intended to improve public access to the Baltimore Harbor.

5.0 Collaborative Session

Dr. Fernando Miralles-Wilhelm, UMCES

Mr. Swift reminded the Committee that MPA adopted a new approach with the 2026 DMMP Recommendations. The goal is to utilize the recommendations as a road map for the upcoming year and align priorities and projects with the recommendations. To achieve this, the

recommendations were streamlined to be broader goals that MPA intends to develop work plans that include strategies and actions for the implementation of these recommendations. MPA selected three of the 2026 DMMP Recommendations, based on the number of stakeholders involved and the need for a focused approach, to develop Specific, Measurable, Achievable, Relevant, and Time-Bound (SMART) goals, which were discussed at the March 18, 2026, DMMP Management Committee. Progress has been made on those goals, and since then SMART goals have been developed for four additional recommendations.

Dr. Miralles-Wilhelm explained that the purpose of the exercise is to finalize SMART goals for the remaining 2026 DMMP Recommendations. The DMMP Management Committee was divided into four groups to discuss a standardized set of topics, including the recommendation objectives, key stakeholders, implementation strategies, and opportunities for the DMMP Management Committee to support progress. Participants were encouraged to contribute to the discussions and provide input to help further develop the SMART goals for each recommendation.

Group 1

*Recommendation 2: Strive to **reduce greenhouse gas emissions** to meet the state's target of 60% reduction by 2031 and net zero by 2045 and advocate for adequate funding for implementation.*

Group 2

*Recommendation 3: Conduct **capacity and dredging demand planning** for sustainable dredged material management options for a rolling 20-year time frame and beyond.*

Group 3

*Recommendation 7: Continue to implement long-term, sustainable, **large-scale Innovative Reuse** and capacity recovery efforts.*

Group 4

*Recommendation 10 (What): Increase public **awareness and understanding of the DMMP**, including the importance to Maryland's economy, its challenges, and benefits to Marylanders.*

*Recommendation 11 (Who): Work closely with affected communities and stakeholders to develop and implement strategies that promote fairness and **equity in the DMMP**.*

*Recommendation 12 (How): **Ensure transparency** is maintained in the DMMP decision-making process and facilitate meaningful and impactful **involvement with stakeholders**.*

Mr. Swift stated that the information from the discussions will be gathered and an update will be provided at the September 16, 2026, DMMP Management Committee meeting.

7.0 Open Discussion

All Members

Mr. Denney recommended that MPA research what private terminals look for in terms of dredging to provide an insight into capacity needs. Considering the current dredging demand and available placement capacity, this information could help prepare and allow flexibility in the future. Mr. Munroe stated that these discussions are important and continue to occur.

Mr. Munroe informed the DMMP Management Committee that the Office of Management and Budget (OMB) has proposed new federal regulations that would significantly change the administration and processing of federal grants. The regulations could have substantial impacts on organizations that receive federal funding. The Committee, particularly members involved in federal grant administration, were encouraged to review the proposed regulations and submit comments during the limited public comment period. It was also noted that several state agencies and workgroups are evaluating the proposed changes.

Mr. Brown announced a new partnership between Maryland DNR, MDE, and Audubon Mid-Atlantic supported by a \$13.1 million federal grant awarded through the Roots for Resilience initiative. The funding will support implementation of Audubon Mid-Atlantic's Marshes for Tomorrow initiative, which aims to restore 30,000 acres of high-salinity marsh on Maryland's Eastern Shore. Over the next three years, the initiative will focus on two restoration sites in Somerset County using hydrologic restoration techniques and BU of dredged material. This represents the largest investment in marsh restoration in Audubon Mid-Atlantic's history. The project will demonstrate the value of continued investment in marsh restoration, public awareness, and expanded BU of dredged material throughout the Chesapeake Bay.

8.0 Adjourn

Mr. Darren Swift, MPA

Mr. Swift adjourned the meeting. The next DMMP Management Committee meeting is scheduled for September 16, 2026.