SUMMARY OF THE DREDGED MATERIAL MANAGEMENT PROGRAM CITIZENS ADVISORY COMMITTEE MEETING
Vane Brothers Company – 2100 Frankfurst Ave, Baltimore, MD 21226
July 1, 2026, at 5:30 PM –Hybrid Meeting

Attendees:
Blue Water Baltimore: Barbara Johnson
Citizens Advisory Committee (CAC): Angie Ashley (Facilitator), Adam Lindquist (Chair)
Cox Creek Citizens Oversight Committee (COC): Gary Gakenheimer (Chair)
Kent Conservation and Preservation Alliance: Doug West
Maryland Environmental Service (MES): Saeka Foreman, Dallas Henson
Maryland Port Administration (MPA): David Bibo, Danielle Fisher, Katrina Jones, Kelvin Moulden, Amanda Peñafiel, Darren Swift
Masonville CAC: Anita Kestel (Chair)
National Aquarium: Laura Bankey
North Point Peninsula Council: Francis Taylor
Stoney Beach Community: John Garofolo
Tradepoint Atlantic (TPA): Peter Haid
Turner Station Conservation Teams: Gloria Nelson
U.S. Army Corps of Engineers: Kevin Fenyak
University of Maryland Center for Environmental Science (UMCES): Elizabeth Price
Vane Brothers Company: Duff Hughes

Action Items:
- MPA will follow up with Mr. Garofolo regarding the costs of managing invasive species at Hart-Miller Island (HMI).

1.0 Welcome and Convene — Duff Hughes, Vane Brothers Company
Mr. Hughes, president of the Vane Brothers Company (Vane Brothers), welcomed the CAC members. Mr. Hughes praised MPA and the accomplishments of the CAC over the years. Mr. Hughes provided a history of Vane Brothers, which is a marine transportation company that was established in 1898. They deliver oil nationally, including to the West, East, and Gulf coasts, as well as the Great Lakes region. Mr. Hughes expressed excitement in hosting the June CAC meeting and invited attendees for a tour of the Vane Brothers' building following the meeting.

2.0 Introductions — Angie Ashley, CAC Facilitator
Meeting materials are found at the following link: CAC 2026 - Google Drive. Ms. Ashley continued the meeting with introductions followed by a review of the February CAC meeting action items, which were all completed.

3.0 Opening Remarks — Adam Lindquist, CAC Chair
Mr. Lindquist requested a motion to approve the February 25, 2026, CAC meeting summary. The Committee approved the meeting summary without changes.

Mr. Lindquist stated that Sail250 was a success and attracted thousands of visitors to Baltimore's waterfront. Harbor Splash took place on June 1, 2026, during which participants swam in the waters off of Fells Point. Katie Pumphrey hosted a one-mile open-water swimming race from Fells Point to Harbor Point and back, which attracted approximately 100 participants. During the

following week, approximately 300 kayakers and paddleboarders traveled from the Canton Waterfront Park to the Inner Harbor, where a disco band performed on a floating stage alongside Mr. Trash Wheel.

Mr. Lindquist reported that the Dredged Material Management Program (DMMP) Management Committee met on June 17, 2026, and discussed CAC concerns regarding the lack of ranger presence at Hart Miller Island (HMI). A DMMP Committee Chairperson gathering was also held, and the group welcomed Brandi McCoy as the new facilitator for the HMI Citizens Oversight Committee (COC). During the Management Committee meeting, Mr. Lindquist also raised the topic of the North Point-Rock Point line used to determine the geographic placement options for dredged material vs. the use of science-based decision-making to inform dredged material placement.

4.0 DMMP Mid-Year Report Darren Swift, Kelvin Moulden, Danielle Fisher, MPA

Mr. Swift, Mr. Moulden, and Ms. Fisher reviewed the 2026 DMMP Mid-Year Report. Mr. Swift stated that the theme for the DMMP for 2026 is "Stewardship Fueled by Science." The Mid-Year Report provides 3 main categories of recommendations, which include: 1) Funding and Policy, 2) Planning and Operations, and 3) Outreach and Education. 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. All DMMP activities rely on strong funding and policy initiatives, which are prioritized by the Office of Navigation, Innovation, and Stewardship (NIS). MPA works closely with congressional delegations and both federal and state partners to ensure federal legislation, sufficient funding, and support for DMMP projects.

To date, MPA has hosted 5 high-profile tours and site visits for governmental, nonprofit, and economic development organizations. The USACE Federal Fiscal Year (FFY) 2026 Work Plan includes more than $229 million for projects supporting the Port of Baltimore, including the Mid-Chesapeake Bay Island Ecosystem Restoration (Mid-Bay) Project, Baltimore Harbor and Approach Channels, Poplar Island, and the Chesapeake & Delaware (C&D) Canal.

Mr. Taylor inquired about the duration of federal funding for these projects. Mr. Swift explained that federal funding is allocated to specific projects and contracts. Mr. Bibo elaborated that, for Poplar Island, the project operates under a federal-state cost-share agreement until the functional elements of the project are completed, after which long-term responsibility transitions to the state.

Mr. Moulden reviewed the "Planning and Operations" section of the Mid-Year Report, stating that MPA is implementing strategic initiatives based on science and engineering best practices, and the DMMP 20-year rolling capacity plan. The strategic initiatives include planning and constructing new and existing dredged material containment facilities (DMCF), optimizing capacity, and enhancing safety and efficiency of shipping channels.

Poplar Island remains the primary placement site for dredged material from the Chesapeake Bay channels and continues to serve as a host for scientific research, with new data showing that the restored marshes are demonstrating resilience to sea level rise. Other scientific studies are currently exploring wetland restoration, nutrient cycling, oyster spat viability, native fish utilization, and long-term ecological resilience.

Mid-Bay is anticipated to be the next beneficial use (BU) site receiving approximately 90 to 95 million cubic yards (mcy) of material over the next 30+ years. Phase II construction is underway at Barren Island and is anticipated to be completed in 2027. Placement of dredged material at Barren Island from the Honga River is planned to begin later this year. Construction at James Island is advancing, with $111.4 million awarded for the Phase I construction, which began earlier this year and is ongoing.

Capacity expansion planning continues at Cox Creek where approximately 250,000 to 300,000 cy of clay will be excavated from the upland cell later this year. The construction contract for the Genessee Valley Outdoor Learning Center wetland mitigation and habitat restoration project began in May 2026 and will take approximately seven months to complete. The Swan Creek Nature Trail design is complete, with construction planned for this fall, with the trail expected to open in 2027.

The design is complete, and the permits and approvals have been obtained for the Masonville DMCF dike raising to +42 feet. The final elevation will create approximately 2.2 mcy of additional capacity. A final concept has been selected for the Masonville Cove Connector. Upon completion of the 30% design, the project will be submitted for Baltimore City Developer Review. The City's review will provide feedback to inform subsequent design phases. The Masonville Cove Connector has secured approximately $2.8 million in funding, which is sufficient to advance the project through final design; however, additional funding is needed for construction. MPA continues to pursue construction funding opportunities and is awaiting the announcement from the Federal Highway Administration regarding the BUILD grant awards.

The Seagirt Loop channel modification is projected to reduce delays, increase safety, and improve efficiency of ultra-large container ships. The 60% design is anticipated to be completed by September 2026. This phase will yield final channel design, implementation schedule, and estimated construction costs.

The Cox Creek Sediment Technology and Reuse (STAR) Facility is being developed to serve as a hub for large-scale Innovative Reuse (IR) of dredged material. Significant progress has been made on site remediation and development under the phased remediation plan. The first 26-acre parcel at the Cox Creek STAR Facility is anticipated to be available for further IR-related site development this year.

Nine research and development (R&D) projects have been completed, with the final report submitted. The two most recently completed projects include HarborRock investigating the production of lightweight aggregates and supplementary cementitious material, and the University of Maryland investigating vegetated earthen berms (VEBs) as a stormwater management control structure.

A Request for Information (RFI) was advertised in Fall 2025, and six responses were received and are being evaluated for technical and operational feasibility, economic viability, and infrastructure needs.

The Cox Creek DMCF also serves as a source of material that can be dried and reused for IRBU projects. This year, approximately 4,000 cy of dredged material has been reclaimed. In addition, a contract has been awarded and an NTP issued to recover approximately 50,000 cy of material from the waterside cell. Once the material is dewatered, it will be stored at MPA facilities and used for potential IR opportunities.

Approximately 140,000 cy of material from Colgate Creek is currently drying in the upland cell at the Cox Creek DMCF. A hauling contract has been executed to transport the material to the Masonville Kurt Iron Slip and Hawkins Point South Cell. The material will likely be used as part of the Masonville DMCF dike-raising project.

Phase II of the geotube study assessing fabric and polymer combinations has been completed, and the results will help inform future geotube dewatering projects. Planning is also underway for a 7-acre drying field at the Cox Creek STAR Facility. The drying field is anticipated to support dewatering operations on a cyclical basis, dewatering 30,000 to 40,000 cy of material per cycle, with up to 2 cycles per year.

Mr. Haid requested clarification regarding the approximately 140,000 cy of material from the Colgate Creek project and its potential use at MPA facilities. Mr. Moulden explained that the material is currently being dried and will undergo a blending study to determine what amendments may be needed to achieve the engineering properties required for use as structural fill. The material is not suitable for use as structural fill in its current condition and will require additional processing before being used in future projects. Ms. Kestel inquired about the entities involved in the Phase II geotube testing. Mr. Moulden stated that MES, supported by Arcadis, which has experience in dewatering technologies, geotube fabrics, and polymers, aided MPA in implementing the study.

Earlier this year, a new Bay Enhancement Working Group (BEWG) BU Subcommittee was convened to develop recommendations for updating the Maryland Department of the Environment's (MDE) Innovative Reuse and Beneficial Use of Dredged Material Guidance Document. The effort is intended to support a more transparent and predictable process for implementing BU projects. The recommendations will be compiled into a report and submitted to MDE for review and consideration.

The Virginia BEWG was re-engaged to refine dredged material placement options for the York Spit Channel. The USACE initiated a Planning Assistance to States study to address data gaps related to BU and dredged material management in Virginia.

Ms. Fisher reviewed the "Outreach and Education" section of the Mid-Year Report. MPA has continued to engage with a wide variety of stakeholders through the engagement and education program, with the main goal of building a better understanding of the complexities of dredged material and how they impact different stakeholders. So far this year, there have been nearly 9,000 engagements, with 7,700 being students and MPA visited 258 classrooms. MPA has hosted "Get the Scoop on Dredging" workshops in March and June 2026, which provided community members with opportunities to engage directly with subject matter experts. MPA continues to

enhance engagement by utilizing the Environmental Protection Agency's (EPA's) Good Neighbor Roadmap to help fine-tune messages, update materials, and increase transparency and accessibility in understanding dredged material management in Maryland.

MPA was able to engage local watermen and water users at the Mid-Bay project by keeping them informed on construction safety zones and engagement with the Mid-Bay Stakeholder Group yielded discussions on new outreach approaches in partnership with community leaders. At Masonville Cove, approximately 5,000 visitors have been welcomed so far this year. There has also been an increase in volunteer opportunities by creating synergy between the Friends of Masonville Cove and Friends of HMI. The two groups received a $200,000 grant from the National Fish and Wildlife Foundation that will support a coordinator at each site who will help encourage and increase volunteer and stewardship opportunities.

Over 750 students participated in the Terrapin Education Research Partnership (TERP) Program field trips. Week one of the Youth Birding Week program was completed, and students had the opportunity to host a poster session at the Dredged Material Management Act (DMMA) 25th anniversary commemoration. A $30,000 grant was received to continue the Masonville Cove Links WildSTEM Summer internship program.

Dr. Tallulah Terrapin (an avatar) was introduced as the new ambassador for the TERP Program to help build connections among students, parents, community members, and the DMMP while reinforcing the connection between dredged material management and restoration of the Chesapeake Bay.

For the first time, MPA will host a Chesapeake Conservation and Climate Corps member who will support the Friends Groups at HMI and Masonville Cove, starting in August. This spring, as part of the Baltimore Port Alliance, MPA hosted the largest Hiring and Career Expo to date. Approximately 380 job seekers and 39 employers attended the event, and approximately 92% of the employers who responded to the post survey met candidates they intend to follow up with.

5.0 U.S. Army Corps of Engineers Report **Kevin Fenyak, USACE**

Mr. Fenyak provided an update on activities conducted by the USACE. Dredging under the FFY 2026 Maryland contract was completed on June 21, 2026, with approximately 1.3 mcy of material dredged and placed at the Cox Creek DMCF and Poplar Island. Mr. Fenyak stated that 3 obstructions in the Brewerton Channel are scheduled for removal on or around July 10, 2026. An additional dredging contract is anticipated to be advertised in July 2026 for 6 channels totaling approximately 2 mcy, with bid opening anticipated in August and contract award anticipated in September 2026.

Work associated with the 2025 Cape Henry dredging contract was completed in March 2026, with approximately 1.5 mcy of material placed at the Dam Neck Ocean Disposal Site. USACE does not anticipate dredging activities in Virginia during FFY27 and the Association of Maryland Pilots has not expressed concerns regarding channel conditions because the channel naturally scours. Dredging of the York Spit Channel is currently anticipated in early FFY28, with placement at either the Wolf Trap Alternate Open Water Placement Site or the Wolf Trap Alternate Open Water

Placement Site Northern Extension pending discussions among the Virginia Marine Resources Commission (VMRC), MPA, and USACE.

The development of the revised 60% design for the Seagirt Loop Modification will begin on July 21, 2026. Design activities were previously paused due to concerns regarding potential Munitions and Explosives of Concern (MEC) during dredging activities within the project area. While additional safety measures may increase project costs, safety remains the highest priority.

Phase II construction at Barren Island is approximately 57% complete. The Phase I contract for James Island was awarded earlier this year, construction is underway, and Phase II design efforts are progressing.

6.0 Hart Miller Island North Cell **Amanda Peñafiel, MPA**

Ms. Peñafiel provided a brief history of the project site and presented an overview of HMI North Cell habitat development noting that Maryland Department of Natural Resources (DNR) owns HMI and manages the South Cell as a state park. MPA is responsible for site restoration and on-site operations, which are managed through MES on MPA's behalf. Current activities include water quality management, permit compliance, invasive species management, and development of the North Cell habitat restoration plan. Ms. Peñafiel also noted that the HMI COC was established by the General Assembly in 1983 and helped spur the creation of the Friends of HMI State Park volunteer group.

The HMI South Cell opened to the public as a state park in 2016, and approximately 50,000 people visit the island annually. HMI provides the public with opportunities for recreation and to encounter many different species of plants, insects, and wildlife, especially migratory birds. Over 300 species of birds have been documented or observed at HMI, and it has been named the number one birding hotspot in Maryland according to Maryland eBird. The HMI 5-miler run is anticipated to be held on October 3, 2026, and registration can be found on the Charm City Run website.

HMI North Cell habitat design is currently under development. MPA and DNR established shared goals and objectives for North Cell habitat development, including providing seasonal habitat diversity; supporting passive recreation opportunities and amenities in both the North and South Cells; maximizing pond depth and surface area, where practical, to reduce invasive species and control acidic soils; maximizing the use of onsite resources; managing surface water in consideration of climatology, hydrology, and storm events; minimizing upland acreage and associated development costs; remaining sensitive to capital costs; and minimizing long-term operation and maintenance (O&M) requirements.

In addition, DNR identified the following priorities for the North Cell: 1) migratory birds, 2) minimizing reliance on pumping to maintain water levels, and 3) visitor experience.

Ms. Peñafiel stated that the "Option D Concept Design Plan" was selected following extensive coordination with DNR and stakeholders. Under the concept plan, the North Cell would include an approximately 202-acre pond with a design depth of 2.8 feet (ft), which was identified as deep enough to help deter phragmites growth. The plan also includes a 68-acre transition area and approximately 500 acres of upland habitat, resulting in a total North Cell interior area of

approximately 770 acres. To achieve the desired pond depth, approximately 930,000 cy of material would need to be dredged from the pond interior.

The design is intended to function without routine pumping, relying primarily on precipitation to maintain water levels. Implementation of the Option D Concept Design Plan is estimated to cost approximately $47 million (based on cost developed in 2019), including phragmites control, hydraulic dredging, grading and shaping, seeding, and amenities.

Following evaluation of several habitat development concepts, MPA, DNR, and MES established an Intergovernmental Agreement (IGA) to memorialize the agreed-upon "Option D" concept. The IGA serves as a cooperative framework for managing the island's DMCF, conducting environmental monitoring, and maintaining public recreation areas. Implementation of Option D stalled in 2022 due to a lack of funding. In response, MPA conducted a value engineering study in 2023 to help identify more cost-effective approaches, resulting in 3 potential path-forward alternatives. In 2025, DNR, MPA, and MES developed transition plans and timelines for HMI. MPA is currently refining the proposed path forward and seeking stakeholder input on future North Cell habitat development.

A value engineering study was conducted to evaluate the Option D concept and associated costs. Option D would achieve DNR's habitat goals and objectives and provide a pond depth sufficient to help deter phragmites growth. However, the evaluation also found that Option D is a high-cost development option that would require substantial cut-and-fill activities, significant upland grading, and extensive construction efforts with limited ability to incorporate mechanical excavation and grading using existing onsite equipment.

Ms. Kestel inquired about the current depth of the North Cell pond. Ms. Peñafiel stated that the depth of the pond closest to the spillway is approximately 4-5 ft, but on average the pond is approximately 1-2 ft deep.

Additional findings from the value engineering review indicated that Option D may be prohibitive due to cost constraints. The review also found that strategically placing dredged material within the North Cell could eliminate the need to dredge the pond and potentially reduce development costs while still achieving habitat objectives. As a result, Ms. Peñafiel noted that implementation of a future North Cell habitat plan may require modifications to some of the original goals and objectives established for the site.

The value engineering study also identified potential opportunities to reduce development costs, including: 1) reducing the amount of upland habitat acreage, and 2) reducing the 2.8-foot pond depth goal.

Transition Criteria were created that must be met prior to the transition of operations from MPA to DNR. The criteria include meeting discharge permit requirements without active or passive treatment systems, addressing regulatory monitoring requirements, completing geotechnical inspections and any necessary berm repairs, configuring water control infrastructure to maintain

pond elevations with minimal operation and maintenance requirements, and completing recommendations identified in the asset and infrastructure management plan.

The value engineering study resulted in 3 potential path-forward actions. Action 1 would maintain the original Option D concept. Under this action, the timeline for transitioning operations from MPA to DNR remains uncertain because additional funding sources would need to be identified to implement the design. In addition, implementation could affect existing habitats. Ms. Peñafiel stated that if funding becomes available, transition under Option D is anticipated to occur approximately 12 years after funding is secured and the transition criteria are met.

Action 2 would modify Option D by strategically placing dredged material within the North Cell to raise upland elevations and deepen the pond to a minimum depth of 2.8 feet. This approach could reduce the need to excavate pond material while still supporting the habitat goals established for Option D. This action could provide additional dredged material management capacity, generate tipping fee revenue, and potentially defer future expansion of the Cox Creek DMCF. However, implementation would require legislative changes, stakeholder support, and could affect existing habitats. Ms. Peñafiel noted that, if implemented, the estimated transition timeline would be approximately 20 years following completion of the transition criteria.

Mr. Lindquist asked about the potential cost savings associated with the option. Ms. Peñafiel stated that savings could result from tipping fee revenue, eliminating the need to dredge the North Cell pond, and potentially deferring future expansion at the Cox Creek DMCF. Mr. Taylor inquired about the amount of material that would be required under this option. Ms. Peñafiel stated that approximately 2 mcy of dredged material would be needed.

Action 3 would transition the North Cell habitat in its existing condition. Ms. Peñafiel stated that this option would have the shortest transition timeline, preserve existing habitat, and be the least costly alternative. However, the North Cell pond would remain shallower than envisioned under Option D, which could increase future invasive species management needs and require identification of long-term funding to support those efforts. If funding for invasive species management is identified and the transition criteria are met, transition is estimated to occur approximately 7 years after implementation begins.

Mr. Garofolo inquired about the costs associated with invasive species management. Ms. Peñafiel explained that phragmites is actively managed at HMI through annual ground and aerial applications of an aquatic-safe glyphosate-based herbicide and noted that additional information regarding management costs would be provided following the meeting. *[Response: HMI invasive costs (ground spraying, and aerial, all invasives not just phragmites) were averaged over a five (5) year period (2021-2025) and the annual average was $71,000.]* Ms. Kestel asked whether partnerships or additional funding sources could help support future invasive species management efforts. Ms. Peñafiel stated that once the facility is transitioned to DNR, they would be responsible for identifying or supporting funding for those activities. Grants or other funding could be used, but it likely wouldn't be a secure source of annual funding.

Ms. Peñafiel stated that a recommendation included in the 2025 DMMP Annual Report for 2026 is to develop a plan for HMI North Cell habitat development in coordination with DNR and the HMI COC. To support this effort, MPA established a series of SMART Goals for 2026. The first goal, which has been completed, was to identify and onboard an independent facilitator for the

HMI COC. Additional goals include selecting and documenting a path forward for the North Cell and developing plans to address the agreed-upon transition criteria by September 30, 2026. Additionally, updates to the IGA between MPA, DNR, and MES to memorialize the selected path forward and clearly define roles and responsibilities, as well as evaluate funding constraints and opportunities to develop a long-term funding strategy is set to be complete by December 31, 2026.

Ms. Bankey asked whether there should be concerns regarding management of HMI following the transition of operations from MPA to DNR. Ms. Peñafiel noted that DNR has experienced challenges opening the South Cell for recreational use due to staffing constraints associated with a hiring freeze. Mr. Lindquist emphasized the importance of HMI to both MPA and the DMMP, noting that public interest and engagement at the site continue to grow and that it is difficult to envision the project being left unfinished.

Ms. Price asked whether elected officials and the HMI COC had provided input regarding the legislative changes that would be required under Action 2. Ms. Peñafiel stated that MPA has presented the 3 actions to the HMI COC on two occasions but has received limited feedback to date. Ms. Peñafiel added that stakeholder outreach and engagement regarding the proposed actions are ongoing.

Mr. Lindquist inquired about the long-term plans for Poplar Island and whether similar plans have been established for the Mid-Bay project. Mr. Bibo stated that the long-term approach for Poplar Island has not yet been determined and that discussions regarding future uses of Mid-Bay are premature, as development of the site must occur before transition and end-use options can be fully evaluated. Ms. Ashley added that Barren Island previously supported passive recreation managed by the U.S. Fish and Wildlife Service and DNR, and noted that Poplar Island currently offers tours funded by MPA and implemented by MES staff.

Mr. Taylor shared that the community initially opposed construction of the HMI DMCF due to concerns about the facility and the potential for failure. The issue ultimately reached the Supreme Court, but the project moved forward. The community was promised HMI would become a first-class recreational destination upon completion. He further noted that dredged material placement ceased in 2009 and that, while closure of the site was expected to be within five (5) years, the project remains unfinished. For this reason, Mr. Taylor emphasized the importance of dedicated funding for HMI. Elected officials are expected to visit HMI on July 14, 2026, in hopes of advancing legislation to support completion of the project. Mr. Taylor expressed concern that staffing shortages within DNR are affecting not only operations at the HMI South Cell, but other state parks as well. Mr. Lindquist stated that the CAC and HMI COC exist, in part, to help address those concerns.

Ms. Ashley inquired about additional feedback from the HMI COC. Mr. Taylor stated that the birding community continues to make extensive use of HMI and regularly provides updates on activities occurring at the site. He noted that the bathrooms have been refurbished and the deck and ramps have been replaced. Although HMI continues to receive maintenance and remains a popular destination for visitors, Mr. Taylor emphasized the importance of completing the long-term vision for the island. Ms. Ashley added that the capacity of the Friends groups continues to grow through additional funding and dedicated staff support to help expand programming and stewardship activities at HMI.

Ms. Ashley further inquired about feedback from the HMI COC regarding the proposed closure options. Mr. Taylor shared that there were concerns about receiving the TPA additional dredged material at HMI and noted that community opposition to placing more material at the site has presented ongoing outreach and communication challenges, including on social media.

7.0 Roundtable Remarks **DMMP Committee Chairs**

Cox Creek COC

Mr. Gakenheimer stated that the next Cox Creek COC meeting will take place on July 22, 2026, and a tour to Poplar Island will take place on August 21, 2026. Anyone interested in the Poplar Island tour can contact Ms. Ashley or Ms. Jones. Appointment letters from the Office of Governor Moore have started being issued to members of the Cox Creek COC and HMI COC. Members who have not yet received their appointment letters should contact Ms. Jones. Mr. Gakenheimer stated that approximately 1,800 homes are anticipated to be constructed along Kembo Road. MPA will be meeting with the developer to discuss the project and comments submitted by MPA and community members. The Cox Creek Open House will take place on October 17, 2026. A community stream restoration project was completed in 2025, and a funder was scheduled to visit during the week of June 29, 2026, to observe the results of the project. The restoration effort included planting approximately 5,000 trees and 5,000 plants from the utility corridor near Solley Road to Nabbs Creek.

Masonville CAC

Ms. Kestel stated that many people attended the DMMA 25th Anniversary Commemoration. The event included several programs and activities, and Royal Air Force flyovers took place during the celebration.

Hart-Miller Island COC

Mr. Taylor stated that MES, the HMI COC, and the Friends of HMI helped install 24 interpretive signs to be displayed throughout the South Cell. He thanked MES for assisting with the installation. The National Aquarium participated in a service day on June 17, 2026. A total of 24 volunteers assisted with cleanup and educational programming, and 504 wildlife observations representing 82 different species were documented. Additional cleanup events are planned for the summer. Also, a boat was donated to the Friends of HMI and that, through an agreement with MPA, MES, and DNR, the boat will be permitted to use the pier for docking with advanced notification. The next HMI COC meeting is scheduled for July 14, 2026.

8.0 Open Discussion & Adjourn **All Members**

Ms. Ashely thanked the attendees for their participation. In-person attendees celebrated the DMMA 25th anniversary by holding a toast. The next CAC meeting will take place on October 21, 2026.