



LOCAL PLANNING GROUPS

&

DEVELOPMENT OF DREDGED MATERIAL MANAGEMENT PLANS

GUIDANCE

by the

NATIONAL DREDGING TEAM

June 1997



NATIONAL DREDGING TEAM

Transmittal of the National Dredging Team Guidance

Local Planning Groups and Development of Dredged Material Management Plans

This guidance was developed by the National Dredging Team (NDT) to address two of the eighteen recommendations in the Federal Interagency December 1994 report, "The Dredging Process in the United States: An Action Plan for Improvement." On June 22, 1995, President Clinton endorsed the report and directed the Federal agencies to implement the 18 recommendations. The purpose of this guidance is to encourage the formation of Local Planning Groups to assist in the development of dredged material management plans. This guidance provides a framework to: (1) assist in the formation of Local Planning Groups; (2) provide context regarding Local Planning Groups' relationship to other groups having different but compatible purposes, e.g., Regional Dredging Teams; (3) establish a planning process; and (4) develop and implement dredged material management plans.

Although this document contains proven methods, and in some instances minimum Federal requirements, it is intended to be a guiding framework. Because participants on a Local Planning Group represent their organizations without giving up any of their organization's decision-making authorities, they should work within this framework to form and operate a group that works for them. For instance, this guide indicates that the Local Planning Group will be chaired by the U.S. Army Corps of Engineers or co-chaired with the local port authorities and/or a state representative. Dredging should be a cooperative process which would benefit from involvement of the key government and non-government stakeholders. In some instances, states may have an ongoing dredged material planning effort to which the Corps and other Federal agencies could adapt. In such a case, it may be acceptable for the state to chair the group to avoid duplication of effort, recognizing that certain activities (e.g., see Dredged Material Management Plans: Content) need to be addressed in order to have an implementable plan.

We believe that this guidance is a strong framework through which Local Planning Groups can maximize their potential for developing an implementable dredged material management plan. This is not intended as a rigid, prescriptive guidance; the level of effort involved in dredged material management planning and the structure of the local planning group should reflect the complexity of the problem being addressed. To prevent duplication of effort and to develop an effective and efficient planning process, this guidance encourages that affected parties join in an examination of all relevant existing groups prior to establishing a Local Planning Group and, once established, jointly operate a group that will seek to develop an implementable plan. Decisions on chairship and organizational structure should be determined at the local level.

We feel that development of dredged material management plans, looking at a twenty year horizon, is critical to ensuring that the environment is protected while dredging of our ports and harbors takes place in a timely and effective manner. We encourage participation by all interested stakeholders in this important effort.

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NOTE: This document is available on the internet at <http://www.epa.gov/ow/owow/ocpd>

LOCAL PLANNING GROUPS & DEVELOPMENT OF DREDGED MATERIAL MANAGEMENT PLANS

PURPOSE

To provide guidance on (1) formation of Local Planning Groups and (2) development of dredged material management plans by the Local Planning Groups. The Plans are to include the needs of both federal projects and regulatory activities (i.e., non-federal projects) for specific harbors/ports or estuaries to meet short- and long-term needs.

POLICY

A network of ports and harbors is essential to the national economy and security, and the nation's coastal, ocean and freshwater ecological resources are critical assets which must be protected, conserved and restored. Development of a successful comprehensive dredged material management plan must involve the Federal, state, and local regulatory agencies, the ports, state and local economic development agencies, environmental interest groups, and other affected stakeholders in a coordinated examination of the key economic, environmental, and other relevant considerations.

BACKGROUND

Recognizing the important role ports play in the United States' economy, defense, and environment, President Clinton, on August 13, 1993, acknowledged that the process existing at that time for dredging and maintaining the Nation's ports sometimes does not work as well as it could. As a result, the Secretary of Transportation convened the Interagency Working Group on the Dredging Process in October 1993 to investigate and recommend actions to improve the dredging project review process.

The Working Group had two major objectives:

- Promote greater certainty and predictability in the dredging project review process and dredged material management, and
- Facilitate effective long-term management strategies for addressing dredging and disposal needs at both the National and local levels.

The Group delivered a report to the Secretary of Transportation, "The Dredging Process in the United States: An Action Plan for Improvement," in December 1994 (the Report) that contained 18 recommendations and a proposed National Dredging Policy. The President endorsed the National Dredging Policy on June 22, 1995, and directed the Federal agencies to implement the Report's 18 recommendations (see Exhibit 1., The National Dredging Policy, and Appendix A., Summary Listing of Recommendations).

One of the major areas identified in the Report that needed improvement was to strengthen planning mechanisms for dredging and dredged material management (see Exhibit 2, Problems of Inadequate Planning. The Report concluded that: (1) the dredging project review process often uses an ad hoc planning process, resulting in a piecemeal rather than an integrated planning approach, and (2) a planning process needs to be put in place that addresses individual port development, regional and national economic development, and appropriate management of the environmental effects of dredging and dredged material disposal.

Of 18 recommendations in the Report, 8 pertained directly to planning; this guidance explicitly addresses 2 of the 8 recommendations, which are:

- 1. Create and/or augment regional/local dredged material planning groups to aid in the development of regional dredged material management plans.**
- 2. Identify the characteristics of successful Federal/state/local partnerships for use in developing dredged material management planning efforts.**

Exhibit 1. The National Dredging Policy

The National Dredging Policy¹

The following statements on findings and principles have been adopted by the President as the National Dredging Policy.

The findings are:

- A network of ports and harbors is essential to the United States' economy, affecting its competitiveness in world trade and national security. Port facilities serve as a key link in the intermodal transportation chain and can realize their full potential as magnets for shipping and commerce only if dredging occurs in a timely and cost-effective manner.
- The nation's coastal, ocean, and freshwater resources are critical assets which must be protected, conserved, and restored. These resources are equally important to the United States by providing numerous economic and environmental benefits.
- Consistent and integrated application of existing environmental statutes can protect the environment and can allow for sustainable economic growth.
- Close coordination and planning at all governmental levels, and with all aspects of the private sector, are essential to developing and maintaining the nation's ports and harbors in a manner that will increase economic growth and protect, conserve, and restore coastal resources.
- Planning for the development and maintenance of the nation's ports and harbors should occur in the context of broad transportation and environmental planning efforts such as the National Transportation System and the ecosystem/watershed management approach.

(cont'd)

¹The Dredging Process in the United States: An Action Plan for Improvement, by the Interagency Working Group on the Dredging Process, Maritime Administration, December 1994.

Exhibit 1. The National Dredging Policy

The National Dredging Policy
(cont'd)

The principles are:

- The regulatory process must be timely, efficient, and predictable, to the maximum extent practicable.
- Advanced dredged material management planning must be conducted on a port or regional scale by a partnership that includes the Federal government, the port authorities, state and local governments, natural resource agencies, public interest groups, the maritime industry, and private citizens. To be effective, this planning must be done prior to individual Federal or non-Federal dredging project proponents seeking individual project approval.
- Dredged material managers must become more involved in watershed planning to emphasize the importance of point and non-point source pollution controls to reduce harbor sediment contamination.
- Dredged material is a resource, and environmentally-sound beneficial use of dredged material for such projects as wetland creation, beach nourishment, and development projects must be encouraged.

Exhibit 2. Problems of Inadequate Planning

Problems of Inadequate Planning²

Inadequate early planning for dredging and dredged material management at the local, regional, and national levels impacts most aspects of the dredging project review process:

- Federal and state regulatory agencies often do not adequately coordinate or communicate their concerns about dredging projects early in the permitting process. This contributes to delays in the decision making process and the approvals required by Federal and state law;
- Stakeholders frequently do not effectively participate in planning efforts. Concerns and issues may be raised late in the review process, resulting in conflicts and project delays;
- Planning decisions for dredging projects are often based on an incomplete analysis of the comparative values and/or cumulative effects of the entire plan;
- Planning decisions about dredged material management, including disposal alternatives, site monitoring, and determining the suitability of dredged materials for beneficial use, are not always realistically incorporated into port dredging plans. Thus, disposal alternatives may be unavailable when they are needed and dredging projects are delayed;
- Long-term port planning has not been linked to broader watershed management. Specifically, despite increased control over upstream pollution, downstream sediment quality continues to suffer due to historic sources and continued inputs, such as non-point sources of pollution;
- Decision-making criteria for the selection and funding of Federal dredging projects have not always maximized beneficial uses of dredged material. When resource agencies or the public believe that opportunities for beneficial uses have not been adequately formulated, project delays may result; and,
- The need for port dredging and dredged material management is not always integrated with planning for landside transportation systems.

In addition to these problems, changes over the last two decades in the economy and in technology have created new challenges to be addressed by the planning process. These changes include: increased international/waterborne commerce; rapid evolution of shipping practices to include containerization and intermodalism; increased environmental awareness and understanding, particularly regarding the impacts of contaminated sediments, as well as the ecological value of wetlands and coastal resources; population growth in coastal areas; and increased cost sharing and management responsibilities for local partners in dredging projects.

²The Dredging Process in the United States: An Action Plan for Improvement, by the Interagency Working Group on the Dredging Process, Maritime Administration, December 1994.

PLANNING PROCESSES

This Guidance will be implemented through the operation of the National Dredging Team (NDT), Regional Dredging Teams (RDTs) and Dredged Material Planning Groups (Local Planning Groups) (Recommendation #1 in Appendix A). These groups are interagency groups with distinct roles in facilitating dredging and dredged material management; the intent of these groups is to ensure that dredging projects move forward in an effective, efficient, and environmentally sound manner.

- The objective of the National Dredging Team is to promote national and regional consistency on dredging issues and serve as a forum for conflict resolution. The NDT has no direct role in developing or reviewing dredged material management plans but will resolve national interagency issues which may arise in conducting dredged material management planning.
- The Regional Dredging Team will facilitate the resolution of local and regional dredging issues. The RDT will also promote effective coordination and communications among the represented agencies and between the RDTs and key stakeholders including the region's ports, state regulatory/resource and economic development agencies, environmental interest groups, recreational boating community, and other interested parties.

The RDTs help set priorities for dredged material management planning. Their role is to resolve issues that may arise in the conduct of dredged material management planning in their region and refer issues that cannot be resolved at the regional level to the NDT.

- Local Planning Groups are interagency teams which develop dredged material management plans at the local and regional level. The Local Planning Groups generally function within the context of the Corps dredged material management planning process as explained in the following sections.

The Corps Planning Process

The Corps initiated an effort in 1994 to develop dredged material management plans for all of the federal operating navigation projects. This effort is a three phase process, and is applicable to future navigation improvements as well.

- (1) Phase I of the process produces a preliminary management plan (i.e., the Corps official title for this plan is a "preliminary project assessment") that addresses the need and economic necessity of dredging, the quantity and quality of the material to be dredged and environmental considerations, and the schedule and disposal strategy for all materials

to be dredged, including beneficial uses. This preliminary plan is prepared by a Corps interdisciplinary team and considers a minimum twenty year planning horizon. This assessment will draw upon existing information. In most cases, there is a history of official and unofficial public and private coordination that provides a framework for initial decision-making. The absence of sufficient information will move the process to Phase II.

- (2) Phase II produces a comprehensive dredged material management plan and involves interested stakeholders.
- (3) Phase III is implementation of the management plan.

Phase II is not initiated if the Corps, in coordination with the port authorities and federal, state and local agencies, determines in Phase I that there are no economic, environmental, or other pertinent issues that need resolution for dredged material management for the project. The preliminary management plan produced in Phase I is thereby determined to be sufficient to represent the final management plan.

New Activities

When the Corps determines that Phase II is necessary, a Local Planning Group will be created to assist in development of the management plan. In these cases, the Corps will expand planning efforts to include non-federal projects and will generally approach the Phase II plan on an estuary-wide or multi-port basis for both federal and non-federal dredging projects.

- The Local Planning Group will be chaired by the Corps in close coordination with the Port Authorities, or be co-chaired by the Corps and the Port. The Local Planning Groups may be co-chaired with a state agency.
- Membership on the Local Planning Group should include representatives of those agencies on the RDT, other state and local government agencies, navigation project sponsors, fishermen's organizations, recreational boating community, environmental interest groups, business interests, and other interested stakeholders.
- Local Planning Groups will be convened for each Federal navigation project for which Phase II is initiated. However, if the Phase I Plan addressed individual Federal projects within an estuary or harbor area, it is recommended that all navigation projects on a harbor-wide or estuary-wide basis be consolidated into a single comprehensive management plan for Phase II studies.
- The scope of the Plan should include both Federal and non-Federal navigation projects.

- The Corps will fund the development of the Dredged Material Management Plans. Expenses related to participation of members on the Local Planning Group will be funded by their agencies or organizations. In addition, activities related to dredged material management but not required for the construction or maintenance of Federal channels, such as control of non-point sources of contamination, should be funded by local, state or other Federal agencies having programmatic responsibilities for these activities.

If the Corps determines that the Phase I preliminary plan is sufficient to represent the management plan, the Corps will present a briefing on the Phase I plan to the RDT or its equivalent for its information. Disagreements on the need for Phase II studies should be addressed through further communications between the RDT and the Corps.

LOCAL PLANNING GROUPS

Purpose and Responsibilities

Planning Groups should be established at the local level and will have the following purpose and responsibilities:

- Structure the process so that decisions are reached on dredged material management, including disposal and beneficial use. In order to ensure timely and cost-effective dredging that is consistent with environmental regulations, key decision makers must be involved and concur in each key decision point in the process leading to selection of a plan.
- Ensure that dredged material management plans incorporate environmental considerations in the identification of short term and long term disposal alternatives, consider methods to reduce dredging, and maximize the beneficial use of dredged materials. The need to evaluate short term needs while considering longer term alternatives must be recognized; for example, dredging projects that need to be considered prior to completion of the dredged material management plan should be addressed expeditiously.
- Promote watershed planning efforts and provide public forums to educate the various stakeholders in conjunction with development of the comprehensive dredged material management plan.
- Consider Federal and non-Federal navigation improvements (new projects), permitted dredging and disposal (regulatory issues for non-federal projects), and maintenance dredging of Federal projects (existing projects) in developing their plans.

- Encourage all concerned parties to participate early in the dredging planning process to promote proactive, rather than reactive, decision-making. Planning will provide an open forum for the affected parties to voice their concerns, thus providing an opportunity to resolve issues before they become adversarial.
- Identify possible funding sources for developing and implementing management plans. The plans can be cost-shared by the participating agencies both through direct funding and in-kind services.
- Develop workplans and procedures that both assure clear communication and foster close coordination with the RDT. A copy of workplans and procedures should be provided to the RDT for its information.
- Identify issues for resolution by RDT or NDT as appropriate.

Structure of the Local Planning Group

The Local Planning Group should consider an organizational structure composed of a number of committees to assure that decisions can be reached in an effective manner and that involved stakeholders provide efficient input. The composition of the Local Planning Group and number of operating committees, however, should reflect the complexity of the problems being addressed. A Local Planning Group could include one or more of the following committees:

1. Executive Committee, composed of executive officers of the resource and regulatory agencies, other relevant state agencies, and the ports.

Objective: Policy guidance and final decision-making

2. Management Committee, composed of managers of the regulatory/resource agencies and ports.

Objective: Management, development, coordination, and implementation of planning efforts

3. Policy Review Committee, composed of diverse interests and involved stakeholders.

Objective: Public review and input into the planning efforts

4. Other Committees or workgroups should be set up on an adhoc basis as necessary, such as a technical/scientific workgroup or a citizens advisory committee.

Operating Principles of Local Planning Groups

Local Planning Groups will operate under the following broad principles:

- The Local Planning Group will be chaired by the Corps or Co-Chaired with the Port(s) and/or a state agency.
- Participation on the Local Planning Group will not supersede the authority or decision-making responsibility of any participating agency.
- Local Planning Groups should request issue resolution assistance from the RDT, as needed.
- Local Planning Groups should make recommendations to their RDT for improvements in agency management and regulatory practices that could result in program efficiency.

DREDGED MATERIAL MANAGEMENT PLANS

An effective dredged material management plan will require close coordination and planning at all governmental levels and with all pertinent aspects of the private sector. Characteristics of successful Federal/State/local partnerships for developing Dredged Material Management Plans are shown in Exhibit 3. The basic steps of the planning process are shown in Exhibit 4 and Figure 1.

Key Concepts of Dredged Material Management Plans

The following are key concepts for Local Planning Groups to consider during the planning process for dredging projects:

- The planning process must reflect the unique mix of environmental, political, and economic circumstances in the individual port and the region;
- Planning strategies must be flexible enough to consider advances in technology, new scientific data, and changes in economic circumstances, and to efficiently integrate these new factors into the decision-making process;
- Progressive dredged material planning also must be coordinated with broader transportation planning efforts, such as the National Transportation System, and other regional/local planning efforts such as Coastal Zone Management Plans, and Comprehensive Conservation and Management Plans developed for participants in the National Estuary Program.

Exhibit 3. Characteristics of Successful Partnerships for Developing Dredged Material Management Plans

Basic Steps in Planning Process

The planning process is composed of six major planning steps which provide an orderly and systematic approach by which coordinated determinations and decisions can be made that lead to the selection of a plan. The process assures that everyone is fully aware of the basic assumptions employed, the data and information analyzed, the areas of risk and uncertainty, the reasons and rationales used, and the significant implications of each alternative to the selected plan, or any of its components. Further, the process is iterative, whereby initial decisions may be revisited and modified as necessary. The recommendations should identify all agreements and procedural requirements necessary to provide, at a minimum, twenty years of dredged material management.

- STEP 1** *Specify Problems and Opportunities* -- Develop a list of statements that express the understanding and concerns of Local Planning Group members regarding existing and future problems and opportunities related to dredged material management for their planning area. From these statements, the members will define the shared objectives of the Local Planning Group and clearly identify any constraints to meeting those objectives (e.g., financial, environmental, technical, legislative, administrative, etc.). Care should be taken that these statements not be so narrowly defined that they unnecessarily limit the scope of alternatives that are eventually considered.
- STEP 2** *Describe Both the Existing Conditions and Those Conditions Most Likely to Prevail Without a Plan* -- Clearly describe all relevant dredged material management information for the planning area (e.g., dredging quantities and quality of material, economics, disposal management activities, etc.). Also describe the most likely future condition (minimum twenty year planning horizon) which will develop in the absence of a Plan. The potential for solving problems and realizing opportunities is determined during this Step. Therefore, the descriptions provided here should be related to the problems and opportunities discussed in Step 1.
- STEP 3** *Formulate Alternative Plans* -- Formulate alternative plans in a systematic manner to ensure that all reasonable alternatives are evaluated. Usually, a number of alternative plans are identified early in the planning process and become more refined through additional development and through subsequent iterations. Additional alternative plans may be introduced at any time. One of the alternative plans identified will be the Base Plan. The alternative plans should: (1) be different from each other; (2) not be limited to those implementable under current authorities, statutes, laws or regulations; (3) consider all relevant measures (must consider beneficial uses); (4) include mitigation of significant adverse effects; (5) consider plans/desires of others (e.g., state water resource plans, watershed studies, etc.); (6) consider various implementation schedules (e.g., staged construction); and (7) estimate costs/benefits (monetary and non-monetary).
- STEP 4** *Evaluate the Effects of Plans* -- Evaluate the effects of each alternative plan by determining the difference between the conditions that will prevail without a Plan in place and with each alternative Plan in place, for each of four categories: (1) National Economic Development (displays changes in economic value of national output of goods and services (expressed in monetary units); (2) Environmental (displays effects on ecological, cultural and aesthetic resources (expressed in appropriate numeric or non-numeric terms); (3) Regional Economic Development (registers changes in regional economic activity (expressed in monetary or other numeric units, or non-numeric terms); and (4) Other (registers effects from perspectives not reflected in 1-3 (measured in monetary or other numeric units, or non-numeric terms).
- STEP 5** *Compare the Alternative Plans* -- The comparison of plans, or trade-off analysis, focuses on the differences among the alternative plans as determined in the evaluation phase. The differences should be organized on the basis of the effects in the four categories.
- STEP 6** *Select a Plan* -- After consideration of the various plans, their effects, and public comments, the Planning Group will select an alternative that will be their recommended Plan.

Exhibit 4. Basic Steps in Planning Process

CHARACTERISTICS OF SUCCESSFUL FEDERAL/STATE/ LOCAL PARTNERSHIPS FOR DEVELOPING DREDGED MATERIAL MANAGEMENT PLANS

1. **COMMITTED TO COMMON OBJECTIVES:** Successful dredged material management planning groups have each group member committed to common objectives.
 - The objectives of any dredged material management planning group must include a recognition that ports and harbors are essential to the United States economy and that dredging and disposal to maintain needed navigation channels must occur in a timely and cost-effective manner.
 - The objective of any dredged material planning group must also recognize that coastal, ocean and freshwater resources are critical assets and that dredged material management must include measures to protect, conserve and restore these resources.
2. **COLLABORATIVE:** Successful dredged material management planning is conducted by a partnership that includes the Federal government, the port authorities, state and local governments, natural resource agencies, public interest groups, the maritime industry, scientific/research community, and private citizens. These partnerships must be established early in the process.
3. **COMPREHENSIVE:** Successful dredged material planning identifies and addresses the full range of problems relating to dredging and dredged material disposal and all sources of dredged material including Federal and non-Federal navigation improvements (new projects), permitted dredging and disposal, and maintenance dredging of Federal projects (existing projects). A full range of disposal alternatives are examined including opportunities for beneficial uses of dredged material.
4. **WATERSHED/ESTUARY BASED:** Successful dredged material planning follows the watershed approach, identifying upstream sources of contamination and encompassing the primary ecosystem impacted by dredging and dredged material disposal; dredged material plans should be integrated with ongoing watershed or estuary planning efforts.
5. **CONSENSUS BASED:** Successful dredged material management efforts, to the extent possible, produce management plans that are acceptable to all members of the planning group.
6. **SOUND SCIENCE:** Successful dredged material management plans are based upon sound scientific data, tools, and techniques.
7. **TIMELY:** Successful dredged material management planning efforts are completed in time to guide individual project and permit decisions.
8. **IMPLEMENTABLE:** Successful dredged material management plans are implementable. Considerations of affordability, funding sources, financial capability, environmental acceptability, legal authority, management capability and other implementation issues are fully addressed.

- Dredged material managers need to emphasize watershed protection approaches and foster management of point and non-point source pollution controls to reduce harbor sediment loading and contamination, recognizing that resolution of point and non-point pollution problems is a long-term goal and dredged material disposal must continue while this goal is addressed.
- Regional and local planning interests must develop direct mechanisms for early coordination and advance planning for dredging activities, and selection and management of dredged material disposal alternatives and sites;
- Participants must include representatives of all stakeholders so there is widespread understanding of:
 - ✓ the role of the local port in the regional economy
 - ✓ the availability of dredged material management options
 - ✓ the environmental considerations of dredging and disposal
 - ✓ the roles and responsibilities of the involved agencies and other stakeholders
- Development of alternatives for the beneficial use of dredged material should be included for all dredging projects, recognizing that additional funding would be necessary from project (co-)sponsors for some beneficial use alternatives.
- Local dredged material planning efforts must be consistent with, or at least must not conflict with, regional or national dredging policies; and recognize state and local requirements.
- All agencies with representatives on the Local Planning Groups must be committed to developing and implementing the plans.

Conducting dredged material management planning should be accomplished on a port/harbor/estuarine-wide/watershed or regional scale. While non-federal and private permitted dredging and disposal must be considered in dredged material management planning, consideration of individual dredging project permits must continue while this planning effort is ongoing.

Content of Dredged Material Management Plans

In general, the Plan should address the process outlined in Exhibit 4; existing and future problems and opportunities related to dredged material management should be identified for the planning area. Other aspects of the plan include:

- Clearly describe all relevant dredged material management information for the planning area (i.e., dredging quantities and quality of material including any contamination, economics, environmental considerations, disposal management activities).
- Identify specific measures necessary to manage the volume of material likely to be dredged over a twenty year period (and beyond if known). Both construction and maintenance dredging of Federal harbor projects and non-Federal permitted dredging within the related geographic area shall be considered.

Where two or more Federal harbor projects are physically inter-related (share a common disposal area or a common channel) or are economically complementary, one plan should encompass that group of harbor projects.

- Develop alternative plans for dredged material management. The plan should consider the full range of measures for dredged material management including management of existing disposal sites to extend their life; various combinations of new disposal sites involving different disposal methods, disposal area locations, and periods of use; and measures to reduce dredging requirements, including reduced dimensions and reduced sediment from upstream sources. In doing this, the plan will:
 - ✓ Establish cost-effective dredged material disposal alternatives that account for both environmental and economic benefits
 - ✓ Promote beneficial use of dredged material and include an assessment of the potential for beneficial uses, including aquatic and related habitat protection/creation/restoration, and/or hurricane and storm damage reduction
 - ✓ Identify possible cost sharing partners for beneficial use options
 - ✓ Assess the need for continued maintenance dredging of existing projects, evaluating the navigation needs in terms of vessel traffic and related factors

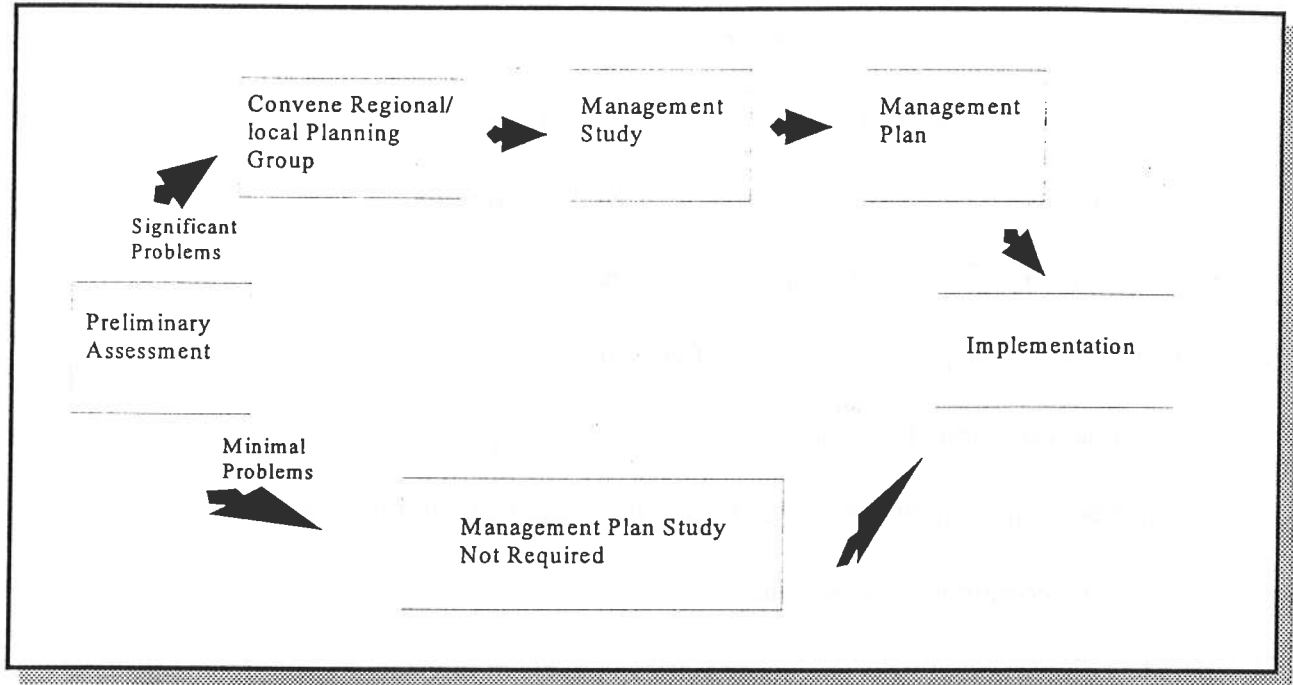
- ✓ Identify an array of acceptable disposal sites, including the disposal plan for the least costly alternative that is consistent with sound engineering practice and meeting all Federal environmental standards. The plan should include an assessment of:
 - ▶ mitigation of significant adverse effects
 - ▶ the plans/desires of stakeholders (e.g., state water resource plans, watershed studies)
 - ▶ various implementation schedules (e.g., staged construction)
 - ▶ costs and benefits (monetary and non-monetary)
- ✓ For each alternative plan, evaluate the effects of:
 - ▶ National economic development
 - ▶ Environmental: effects on human health and ecological, cultural, and aesthetic resources
 - ▶ Regional economic development
- ✓ Include a discussion of risks and uncertainties. Levels of engineering, environmental and economic risk and uncertainty associated with the project are important scoping factors. Risk and uncertainty should be sufficiently identified and addressed to provide the basis for appropriate contingencies.
- ✓ Identify all necessary agreements and procedural requirements necessary to provide, at a minimum, twenty years of dredged material management. Constraints and possible barriers to implementation of the plan should be identified (e.g., financial, environmental, technical, legislative, administrative).

REFERENCES

The Local Planning Groups are referred to the basic decision process described by the Federal Economic and Environmental Principles and Guidelines for Water and related Land Resource Implementation Studies, and the Implementation of Guidance on Dredged Material Management Plans, Engineer Circular 1165-2-200, in developing their Plan.

The Dredging Process in the United States: An Action Plan for Improvement, by the Interagency Working Group on the Dredging Process, Maritime Administration, December 1994. Available on internet at: <http://www.epa.gov/ow/owow/ocpd>.

Figure 1. Dredge Material Management Planning Process



APPENDIX A

SUMMARY LISTING OF RECOMMENDATIONS:

THE DECEMBER 1994 REPORT: "THE DREDGING PROCESS IN THE
UNITED STATES: AN ACTION PLAN FOR IMPROVEMENT"

Appendix A. Summary Listing of Recommendations in December 1994 Interagency Report

Summary Listing of Recommendations			
Rec. No.	Recommendation	Lead Agency	*Time Frame
Strengthening Planning Mechanisms for Dredging and Dredged Material Management			
1	Create and/or augment regional/local dredged material planning groups to aid in the development of regional dredged material management plans.	Corps	Short Term
2	Identify the characteristics of successful Federal/state/local partnerships for use in developing dredged material management planning efforts.	Corps, EPA, NOAA MARAD	Short Term
3	Develop public outreach and education programs to facilitate stakeholder involvement.	All Agencies	Short Term
4	Provide guidance to relevant Agency field offices, state and local agencies, and the general public on opportunities for beneficial use of dredged material.	Corps, EPA	Short Term
5	Update guidance on disposal site monitoring requirements and procedures.	EPA, Corps	Short Term
6	Ensure that dredged material management planners work with pollution control agencies to identify point and nonpoint sources of sediment and sediment pollution and to implement watershed planning.	EPA, Corps	Short Term
7	Review the Federal Economic and Environmental Principles and Guidelines for Water and Related Land Resource Implementation Studies (P&G) to determine whether changes are needed to better integrate the economic and environmental objectives of National Economic Development (NED) and Environmental Quality (EQ)	Corps	Long Term

Summary Listing of Recommendations

Rec. No.	Recommendation	Lead Agency	*Time Frame
8	Revise the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) to ensure that the planning process outlined in the legislation provides for linkages with plans which address dredging issues.	MARAD	Long Term
Enhancing Coordination and Communication in the Dredging Project Approval Process			
9	Establish a National Dredging Issues Team and Regional Dredging Issues Teams.	Corps, EPA	Short Term
10	Schedule pre-application meetings among the Corps, the applicant, the EPA, other interested Federal agencies and relevant state agencies for dredging projects that are potentially controversial or that may involve significant environmental issues.	Corps	Short Term
11	Develop and distribute a permit application checklist which identifies the information required from the applicant.	Corps	Short Term
12	Develop or revise the procedures for coordinating interagency review at the regional level to define the process by which various Federal parties coordinate on dredging projects.	Corps, EPA, FWS NOAA	Short Term
13	Establish a national MOA to clarify roles and coordination mechanisms between the EPA and the Corps.	EPA, Corps	Short Term
Addressing Scientific Uncertainties About Dredged Material			
14	Clarify and improve the guidance used to evaluate bioaccumulation of contaminants from dredged materials.	EPA, Corps	Short Term
15	Identify the practical barriers to managing contaminated sediments and ways to overcome the barriers.	Corps, EPA	Short Term

Summary Listing of Recommendations			
Rec. No.	Recommendation	Lead Agency	*Time Frame
16	Identify means to reduce the volume of material which must be dredged.	Corps, EPA	Short Term
Funding Dredging Projects Consistently and Efficiently			
17	Revise WRDA to establish consistent Federal-local sponsor cost sharing, across all dredged material disposal methods.	Corps	Long Term
18	Study the feasibility of a fee for open-water disposal for non-Federal dredging projects.	EPA	Long Term

*Short Term: Immediately implementable under existing regulations.

*Long Term: Requires regulatory or legislative change.

³Dredging Process in the United States: An Action Plan for Improvement, by the Interagency Working Group on the Dredging Process, maritime Administration, December 1994.

APPENDIX B

NATIONAL DREDGING TEAM

FACT SHEET



NATIONAL DREDGING TEAM

Fact Sheet

- The National Dredging Team (NDT), a Federal interagency team, was formed officially by signed charter in July 1995. Formation of the team was in response to the December 1994 interagency report to the Secretary of Transportation, The Dredging Process in the United States: An Action Plan for Improvement.
- The December 1994 report was produced by an Interagency Working Group convened by the Maritime Administration, U.S. Department of Transportation. The Working Group conducted a series of public outreach meetings around the country in 1993-1994 to identify needed actions to assure that dredging and maintenance of the nation's ports and harbors is conducted in a timely, cost effective manner while meeting environmental protection, restoration and enhancement goals. The report contains 18 recommendations and a proposed National Dredging Policy, which has subsequently been endorsed by President Clinton.
- The objective of the National Dredging Team is to facilitate the resolution of dredging issues among the participating Federal agencies by fostering interagency communication and coordination. A major task of the team is to facilitate implementation of the National Dredging Policy and the 18 recommendations in the report.
- The NDT is co-chaired by EPA and the Army Corps of Engineers and includes a Steering Committee and an Operating Management Committee.

- Members of the National Dredging Team include:
 - U.S. Environmental Protection Agency (EPA)
 - U.S. Army Corps of Engineers (Corps)
 - National Marine Fisheries Service (NMFS)
 - Office of Ocean and Coastal Resource Management (OCRM) of the National Oceanic and Atmospheric Administration
 - Fish and Wildlife Service (FWS)
 - Maritime Administration (MARAD)

- Regional Dredging Teams (RDTs) are also being formed to address unique, project-specific and regional concerns characteristic of local and regional dredging issues. They are to include the same Federal agencies, but also include State regulatory agencies.

- One of the first major actions of the NDT has been to develop guidance on Local Planning Groups and Development of Dredged Material Management Plans. The guidance will assist in the development of dredged material management plans for major ports and harbors in the U.S.
 - The Local Planning Groups are broader than the Regional Dredging Teams (RDTs) in that they will include all potential stakeholders involved in the management of dredged material, such as ports, environmental groups, State economic, resource or regulatory agencies, and the public.
 - The Local Planning Groups are to be chaired by the Corps, or co-chaired with the Ports and/or States.

- The December 1994 report is available on the internet at:
<http://www.epa.gov/OW/OWOW/OCPD>. Copies may be obtained from the Office of Environmental Activities, MAR-820, Maritime Administration, 400-7th Street SW, Room 7209, Washington, D.C. 20590.

APPENDIX C

NATIONAL DREDGING TEAM

MEMBER LIST

NATIONAL DREDGING TEAM

STEERING COMMITTEE

NAME

ORGANIZATION

Bob Perciasepe
Co-Chair

U.S. EPA
Assistant Administrator
Office of Water
Washington, D.C.

Major General Russell L. Fuhrman
Co-Chair

U.S. Army Corps of Engineers
Director of Civil Works
Washington, D.C.

Gerry Jackson
Member

U.S. Fish & Wildlife Service
Deputy Assistant Director
Ecological Services
Washington, D.C.

Jeff Benoit
Member

NOAA
Director
Office of Oceans and Coastal Resources
Silver Spring, MD

David Evans
Member

NOAA-National Marine Fisheries Service
Deputy Assistant Administrator
Silver Spring, MD

To be Named
Member

Maritime Administration
Deputy Administrator
Washington, D.C.

NATIONAL DREDGING TEAM

OPERATING MANAGEMENT COMMITTEE

<u>NAME</u>	<u>TELEPHONE #</u>	<u>ORGANIZATION</u>
Craig Vogt Co-Chair	202-260-1952	Deputy Director Oceans and Coastal Protection Division U.S. Environmental Protection Agency 401 M St., S.W. Washington, D.C. 20460
Rich Worthington Co-Chair	202-761-1184	Senior Policy Advisor Policy Division CECW-AA U.S. Army Corps of Engineers 20 Massachusetts Ave., NW Washington D.C. 20314-1000
Mark Bagdovitz Member	703-358-2183	Fish and Wildlife Service U.S. Department of Interior 4401 North Fairfax Drive Room 400 Arlington, VA 22203
John King Member	301-713-3121X188	Office of Ocean and Coastal Resource Management NOAA/U.S. Dept. of Commerce Room 11357 1305 East-West Highway Silver Spring, MD 20910
Michael Carter Member	202-366-9431	MAR-800 Maritime Administration U.S. Department of Transportation 400 7th Street, SW Washington, D.C. 20590
Russell Bellmer Member	301-713-0174	NOAA-NMFS 1305 East-West Highway Silver Spring, MD 20910

APPENDIX D

REGIONAL DREDGING TEAMS

REGIONAL DREDGING TEAM Co-CHAIRS*

Southeast Regional Dredging Team	
<p>Tom Welborn USEPA Region IV Wetlands, Oceans and Watersheds Branch 61 Forsythe., S.W. Atlanta, GA 30303 404/562-9354 FAX: 404/562-9343</p>	<p>Dennis Barnett, Chief Environmental Resources Branch USACE S. Atlantic Division CESAD-ET-PR 77 Forsyth St., S.W. Atlanta, GA 30355-6801 404/331-6744</p>
Great Lakes Regional Dredging Team	
<p>Marc Tuchman G-9J USEPA Region V Great Lakes National Program Office 77 West Jackson Blvd Chicago, IL 60604-3590 312/353-1369 FAX: 312/353-2018</p> <p>Bonnie Eleder T-17J USEPA Region V 312/886-4885 FAX: 312/886-2737</p>	<p>Jan Miller CELRD-GL-E-E Water Quality/SFO Team USACE Great Lakes Ohio River Division 12th Floor 111 North Canal Street Chicago, IL 60606-7205 312/353-6354 FAX: 312/353-5439</p>
Southwestern Regional Dredging Team	
<p>William Cox USEPA Region VI 1445 Ross Ave, Suite 1200 Dallas, TX 75202-2733 214/665-7135 FAX: 214/665-6689</p>	<p>Jerry W. Smith CESWD-ETO USACE Southwestern Division Directorate of Engineering & Technical Services 1114 Commerce St. Dallas, TX 75242 214/767-2351 FAX: 214/767-5305</p>
Pacific Islands Regional Dredging Team	
<p>Brian Ross USEPA Region IX 75 Hawthorne St. San Francisco, CA 94105 415/744-1979 FAX: 415/744-1078</p>	<p>Kathy Dadey USACE Pacific Ocean Division Fort Shafter, HI 808/438-9258 (x15) FAX: 808/438-4060</p>
Northern California Regional Dredging Team	
<p>Brian Ross USEPA Region IX 75 Hawthorne St. San Francisco, CA 94105 415/744-1979 FAX: 415/744-1078</p>	<p>Patrick Healy Deputy District Engineer USACE San Francisco District 333 Market St., 8th Floor San Francisco, CA 94105-2197 415/977-8501 FAX: 415/977-8524</p>
Southern California Regional Dredging Team	
<p>Steven John / Brian Ross (see above) USEPA Region IX c/o USACE Los Angeles District CESPL-PD PO Box 532711 911 Willshire Blvd. Los Angeles, CA 90053-2325 213/452-3806 FAX: 213/452-4204</p>	<p>Tony Risko / Robert Joe USACE Los Angeles District CESPL-PD PO Box 532711 911 Willshire Blvd. Los Angeles, CA 90053-2325 213/452-3833</p>

REGIONAL DREDGING TEAM Co-CHAIRS

Atlantic Coast Regional Dredging Team	
<p>Ron Manfredonia, OEP USEPA Region I JFK Federal Building Boston, MA 02203 617/565-3530</p> <p>Roger Janson USEPA Region I JFK Federal Building CWQ Boston, MA 02203 617/565-3589</p> <p>Dave Tomey USEPA Region I JFK Federal Building CWQ Boston, MA 02203 617/565-3573</p>	<p>Tom Fredette USACE (NEDOD-R) 424 Trapelo Rd. Waltham, MA 02254-9149 617/647-8291</p> <p>Bill Hubbard USACE (NEDPL-E) 424 Trapelo Rd. Waltham, MA 02254-9149 617/647-8552</p> <p>Carl Boutilier USACE (NEDOD-N) 424 Trapelo Rd. Waltham, MA 02254-9149 617/647-8330</p>
Pacific Northwest Regional Dredging Team	
<p>John Malek USEPA Region X 1200 6th Ave. Seattle, WA 98101 206/ 553-1286</p>	<p>Jim Reese USACE - Northwestern Division P.O. Box 2870 Portland, OR 97208 503/808-3862</p>

* List of current Regional Dredging Teams at press time.