



US Army Corps
of Engineers
Baltimore District

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Newsletter

Dredged Material Management Plan



Why is the Corps preparing a DMMP for the Port of Baltimore?

Maintenance of the channels leading to the Port of Baltimore is key in maintaining the viability of the port. The U.S. Congress, in 1824, designated the U.S. Army Corps of Engineers (USACE) as the federal agency responsible for channel maintenance through its dredging of the navigable federal channels. In a single year, USACE dredges 4.5 million cubic yards of sediment to maintain the approach channels to the Port of Baltimore south of the Sassafas River. An additional one-half million cubic yards of dredged material is generated annually by the State of Maryland and private entities through their dredging of berthing areas and non-federal channels. A major challenge is where to put the dredged material generated from the Port of Baltimore approach channels in an economically and environmentally sensible manner.

The Dredged Material Management Plan (DMMP) is important to the Port of Baltimore, one of the busiest ports on the East Coast of the United States. From autos to zinc, the port handles more than 40 million tons of cargo per year from around the world. The success of the port is important because it:

- Generates \$1.4 billion in revenue.
- Employs 18,000 direct workers to move cargo and passengers through the port.
- Sustains almost 27,000 additional jobs through direct employers and their employees.
- Provides more than 80,000 additional related jobs by shippers and consigners who use the port.

In July 2001, the Baltimore Harbor and Channels Dredged Material Management Plan Preliminary Assessment was prepared by the USACE, Baltimore District. The study concluded that within 8-10 years, there would be a shortfall of dredged material placement sites. Therefore, the Baltimore District is preparing a DMMP which will identify and evaluate

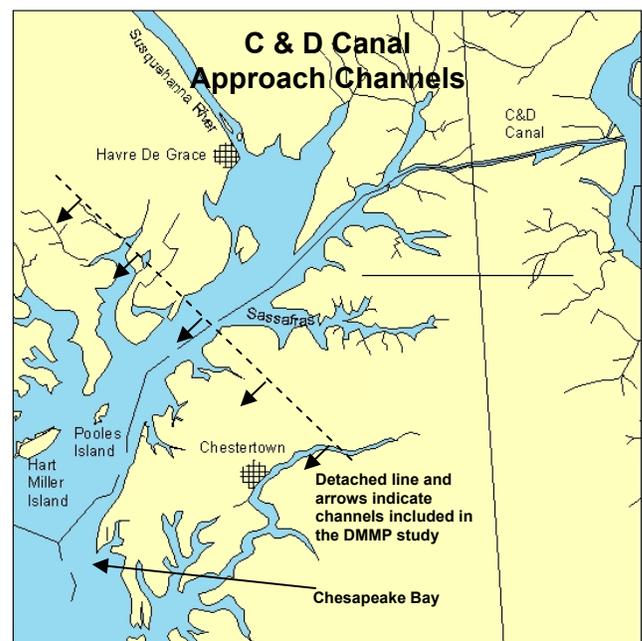
various alternatives for the placement of dredged material to provide sufficient capacity for the next 20 years. There are three main goals of a DMMP:

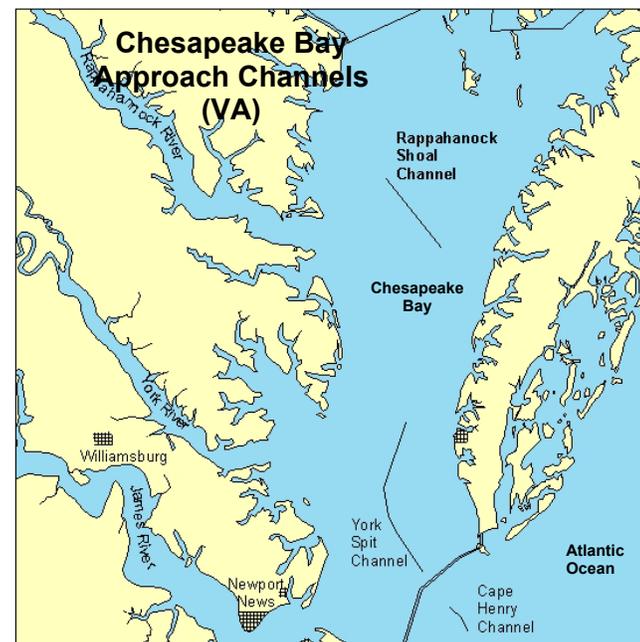
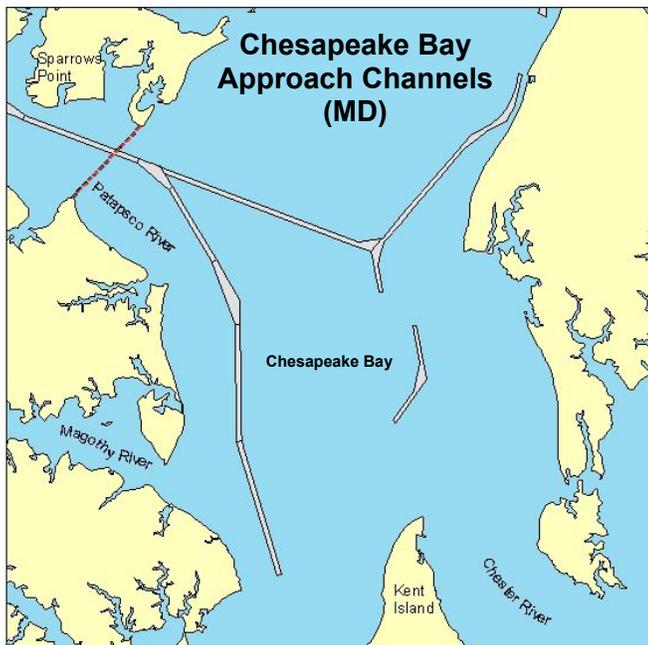
1. Maintain the federal channels in an economically and environmentally sound manner.
2. Place material in an environmentally sensitive manner.
3. Maximize the use of dredged material for beneficial use.

What areas are included in the Port of Baltimore DMMP?

The area encompassed in the Port of Baltimore DMMP spans from the Sassafas River in the northern part of the Chesapeake Bay, into the Harbor, and south through to the Cape Henry Channel at the mouth of the Chesapeake Bay.

Dredging activities and material placement for the network of channels is being addressed by dividing the approach channels into four geographic areas as shown in the following maps.





Dredged material placement needs and opportunities will be evaluated for each of the four geographic areas.

How will the Port of Baltimore Federal DMMP be prepared?

The State of Maryland Department of Transportation, as directed by the Maryland General Assembly, is currently preparing, from a local perspective, a DMMP to manage dredged material placement within Maryland. The federal DMMP process, which the Corps is pursuing, is fully integrated with the state DMMP. Both DMMPs consider long-term placement needs of federal, state, and local dredged material for the Port of Baltimore channels in a comprehensive manner. Both DMMPs make beneficial use of the material a top priority. And most importantly, both DMMPs include agency and public participation.

The federal DMMP process, like the State of Maryland DMMP, includes input from numerous stakeholders such as federal, state and local agencies; private and public special interest groups; and the general public.

Unlike the State of Maryland DMMP, the federal DMMP is required to follow the National Environmental Policy Act (NEPA) by preparing an Environmental Impact Statement (EIS) the federal DMMP is required to assess the economic benefits of maintaining the channels. The federal DMMP includes the Virginia Channels which serve the Port of Baltimore. Finally, the federal DMMP, unlike the State of Maryland DMMP evaluates dredged material placement actions from a national, rather than regional, perspective.

There are a number of well-defined steps which will be followed in the preparation of the federal DMMP. In May 2002, the Corps began the DMMP process by issuing a **NEPA Notice of Intent** and holding public meetings to seek input on the scope of the DMMP. Weston Solutions, Inc., was hired in July 2003 by the Baltimore District to prepare the DMMP Report and EIS.

Study Objectives are being developed by considering the amount of dredged material which will be generated in the next 20 years and existing placement sites throughout the area are being evaluated for capacity. At the same time, **Alternative Placement Plans** are being considered.

A **Federal Standard**, or base plan, will be developed for each channel reach. The federal standard is the least costly, environmentally sound, method to place dredged material and generally sets the limit of federal spending for dredging and placement.

Once alternative plans have been determined, **Screening Criteria** will be developed to evaluate the alternatives. The screening criteria developed by the Bay Enhancement Working Group (BEWG) during the State of Maryland DMMP process will be used as a starting point for the federal DMMP criteria. Following development of criteria, **Alternative Plan Evaluation** will be performed. This will allow the DMMP team to develop a suite of acceptable alternatives and an implementation plan for those alternatives.

The efforts and results of the DMMP process will be documented through a **DMMP Report and Tiered EIS**. Draft versions of the report will be provided for agency and public review and comment. Following public meetings, a **Final DMMP Report and Tiered EIS and a Record of Decision** will be published. After the DMMP is completed, site specific federal dredged material placement studies can begin, which will ultimately lead to implementation of various placement or management alternatives.

What alternatives will be considered within the DMMP?

The federal DMMP will consider three categories of dredged material placement alternative as well as the no action alternative:

1. **Maximize the Use of Existing Facilities** through Best Management Practices (BMPs) and/or expansion.
2. **New Placement Sites**.
3. **Beneficial and Innovative Uses** such as island restoration, shoreline restoration, mine/quarry reclamation, etc.

The federal DMMP will consider each of the alternatives and use the screening criteria to develop a recommended plan, which will likely be some combination of the alternative categories listed above.

What is the schedule?

A number of milestones have been accomplished in the DMMP process including publication of the NEPA Notice of Intent in May 2002 and the holding of public meetings in June 2002. The milestones which are ahead of us include:

- **January 2004** **Establish Screening Criteria**
- **March 2004** **Evaluate Alternatives**
- **October 2004** **Draft DMMP and EIS**
- **Oct.-Nov. 2004** **Public Comment Period**
- **April 2005** **Final DMMP and EIS**
- **May/June 2005** **Record of Decision**

How can I get involved?

There are several opportunities for public involvement with the federal DMMP process. By voicing your opinions and providing your support, you can help define the future of dredged material placement in the Chesapeake Bay region and secure the viability of the Port of Baltimore.

Get on the Mailing List — By being on the Federal DMMP mailing list you will receive future newsletters like this one. You will receive notifications of the Draft DMMP Report and Tiered EIS when it is published in October 2004 for public review and comments. You will receive notification when the Final DMMP report and Tiered EIS is published in April 2005. Finally, you will receive notification about public meetings. To get on the mailing list, send an email to dmmp.nab@usace.army.mil or call 1-800-295-1610.

Contact the Citizens' Advisory Committee (CAC) Liaison — The CAC, along with other state DMMP committees, will be involved in the establishment of federal screening criteria and the evaluation of dredged material placement alternatives. Mr. Greg Kappler is the CAC chair and can be contacted by phone at 410-291-4688 or by email at gregory.j.kappler@bge.com.

Where can I get more information?

Contact the following people:

At the Baltimore District:

Gwendolyn Meyer
Dredged Material Management Plan Study
U.S. Army Corps of Engineers
10 South Howard Street
P.O. Box 1715
Baltimore, Maryland 21203-1715

Toll free: 1-800-295-1610
Email: dmmp.nab@usace.army.mil

At the Maryland Port Administration:

Frank Hamons
Maryland Port Administration
2310 Broening Highway
Baltimore, MD 21224-6621

Phone: 410-631-1102
Email: fhamons@mdot.state.md.us

Visit the DMMP Website at

<http://www.nab.usace.army.mil/projects/Maryland/DMMP/index.html>



**U.S. Army Corps of Engineers
ATTN: Gwendolyn Meyer
Dredged Material Management Plan Study
10 South Howard Street
P.O. Box 1715
Baltimore, Maryland 21203-1715**