Feasibility Phase Review Plan
Navigation Improvement Study
General Investigation
Feasibility Report and Supplemental
Environmental Impact Statement

DRAFT

Boston Harbor

Boston, Chelsea and Revere, Massachusetts

MASSACHUSETTS
PORT AUTHORITY

US Army Corps of Engineers
New England District

October 2007

BOSTON HARBOR NAVIGATION IMPROVEMENT PROJECT
GENERAL INVESTIGATION

FEASIBILITY REPORT
AND SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT

FEASIBILITY PHASE REVIEW PLAN

NEW ENGLAND DISTRICT
(Revised October 2007)

Table of Contents

BOSTON HARBOR DEEP DRAFT NAVIGATION IMPROVEMENT PROJECT
FEASIBILITY PHASE REVIEW PLAN

1. PURPOSE

This Review Plan is for the Boston Harbor Deep Draft Navigation Improvement Project, Massachusetts, General Investigation (GI), Feasibility Study. The purpose of the plan is to ensure the quality and credibility of assessments and solutions for the navigation improvement investigation and potential project.

The plan defines the review process and team members. This review plan was developed jointly and agreed upon by New England District and the National Deep Draft Navigation Planning Center of Expertise (DDNPCX).

2. BACKGROUND

The Boston Harbor Deep Draft Navigation Improvement Project is sponsored by the Massachusetts Port Authority (Massport), a legislatively chartered State authority. Massport manages the State's public terminals and toll bridges in Boston Harbor and state airports in Eastern Massachusetts, and has been the sponsor of past improvement studies and projects at Boston Harbor.

The scope of the Boston Harbor Feasibility Study and Supplemental Environmental Impact Statement (SEIS) will include problem identification, alternatives formulation, analysis and screening of alternatives, engineering design, cost estimates, environmental assessment, economic cost-benefit assessment, cultural resources assessment, identification of a recommend plan of improvement, and determination of Federal interest. If a project is found justified, in the Federal interest, and supported by the Sponsor, it is envisioned that the Corps process will lead to Congressional authorization and appropriations necessary to construct the project.

The Corps review process includes review of the technical aspects of the decision document, NEPA documents and their constituent analyses through an approach called "Independent Technical Review" (ITR). ITR is a critical examination by a qualified person or team that was not involved in the day-to-day work of the investigation. In general, current Corps policy for decision documents to be approved at Headquarters is that the Planning Center of Expertise (PCX) for the project purpose be involved in establishing the review plan and review team, and that reviews be conducted by Corps specialists outside of the performing District. In some special cases where the risk and/or magnitude of the project are high, an External Peer Review (EPR) may be recommended. EPR refers to review conducted outside of the Corps of Engineers.

This review plan is in accordance with the provisions of Corps of Engineers policy outlined in EC1105-2-408, dated 31 May 2005, entitled "Peer Review of Decision Documents" and the 30 March 2007 Memorandum from Major General Don T. Riley on Peer Review Process.

3. APPLICABILITY

The documents that will be reviewed by the technical review team are:

- The Alternative Formulation Briefing (AFB) Submittal Package
- The Draft Feasibility Report, Supplemental Environmental Impact Statement, and related technical and supporting appendices
- The Final Feasibility Report and Supplemental Environmental Impact Statement
- The Civil Works Review Board Materials

4. REFERENCES

- CECW-CP, Memorandum dated 30 March 2007, "Peer Review Process"
- EC1105-2-408, "Peer Review of Decision Documents", dated 31 May 2005
- ER1105-2-100, "Planning Guidance Notebook", dated 22 April 2000, and Amendment #1 to Appendices F & G, dated 31 January 2006 (note – reviews of proposed revisions to Appendices F, G and H are currently undergoing)

5. PROJECT DESCRIPTION

Boston Harbor is located on the western shore of Massachusetts Bay in eastern Massachusetts. Boston Harbor is New England's largest port, handling about 25 millions tons of cargo annually. The Massport manages the harbor's major public terminals located throughout the harbor including the port's only container terminal, the Conley Terminal in South Boston on the Reserved Channel. The four tunnels that cross beneath the harbor a short distance up-harbor from the Reserved Channel limit channel deepening of the upper harbor to the 40 feet provided by the existing authorized Federal navigation project.

The Federal project modifications authorized by WRDA90 included deepening of the harbor's three major industrial tributary channels; the Reserved Channel, lower Mystic River and Chelsea River. The lower Reserved Channel and about three-quarters of the lower Mystic River Channel were deepened to 40 feet, including dredging of a new 40-foot turning basin at the confluence of the Reserved and Main Ship Channels. The Chelsea River Channel was deepened to -38 feet. These improvements were substantially completed in 2001. Only replacement of the Keyspan gas line and dredging over the area of the existing line and through the Chelsea Street Bridge remain to complete that project.

During construction of the 1990 project, Massport deepened the two principal berths at the Conley Terminal to 45 feet. The principal focus of this feasibility study was a request

by Massport to examine the feasibility of deepening access from the Bay to the Conley Terminal to at least 45 feet. Such improvements would require deepening the principal entrance channel, the harbor's anchorage in President Roads just inside the entrance, the Main Ship Channel from the Roads to the Reserved Channel, the lower reach of the Reserved Channel into the Conley Terminal berths, and the Reserved Channel Turning Area. These improvements are known as the Main Channels Improvement Plan and benefits analysis is focused on reduced transportation costs for container shipping.

Early in the course of the study, Massport requested that three additional smaller improvements also be investigated as follows:

- Extending the deepening of the Main Ship Channel above the Reserved Channel Turning Area to access the Massport Marine Terminal in South Boston located below the seaward tunnel (I-90). Control of this property was recently returned to Massport after nearly two decades of use as staging area and material storage for the now completed third harbor tunnel and central artery highway project. Massport and its partners will redevelop this site for multiple bulk cargo operations, and is negotiating with lessees and shippers. Shipment of cement, steel, and paper goods is anticipated.
- Deepening a small area of the Mystic River Channel that remained at 35 feet after the 40-foot deepening project was completed. This area provides access to Massport's Medford Street Terminal. Massport has deepened the berth at this terminal to 40 feet and has redeveloped the site for bulk cargo, with a cement operation in development. This improvement would be minor in scope; less than 100,000 CY at 40 feet.
- Deepening the Chelsea River Channel from the 38 feet now provided to a depth of 40 feet. The Chelsea River is the location of five of the harbor's six major petroleum terminals, and most of the area's fuel deliveries flow through this waterway. The 1990 authorization was limited by the condition and width of the navigation opening in the Chelsea Street Bridge (86 feet), which precluded passage of vessels that would benefit from depths greater than 38 feet. The US Coast Guard, State and City of Boston have completed design of a replacement bridge with construction expected to begin in late 2007 or early 2008 and take two years to complete. The new vertical lift bridge will have a navigation opening more than twice that now provided (225 feet) and will allow passage of tank ships that would benefit from a deeper channel.

The expedited reconnaissance investigation was initiated at the request of the Massachusetts Port Authority (Massport), the study sponsor, in December 1999 using funds provided in the Fiscal Year 2000 Energy and Water Development Appropriations Act. The 905(b) Reconnaissance Report was approved by NAD and HQUSACE in August 2000.

The Corps and Massport executed the Feasibility Cost-Sharing Agreement (FCSA) for this project on 27 June 2002. The study was initiated in July 2002 upon receipt of Federal and Sponsor funds for the study. A Notice of Intent to prepare a Supplemental Environmental Impact Statement for the project was published in the Federal Register on 23 August 2002, and the first public involvement meeting on the proposed project was held on 5 September 2002.

The reconnaissance effort focused on the main channels improvement for the Conley Terminal and considered a channel depth of 45 feet mean lower low water (MLLW). The increased depth would allow greater loading of existing container ships, less reliance on tidal navigation, upgrades in service to larger vessels, and potentially inclusion of new services carry additional cargo to and from the port. The feasibility investigation included a foot-by-foot depth optimization analysis.

Dredged material from all areas of the improvement project was subject to testing and found suitable for unconfined ocean disposal at the Massachusetts Bay Disposal Site (MBDS) by the Corps and US EPA. The MBDS is a US EPA designated ocean disposal site located about 15 miles seaward of the harbor entrance in a deep basin (about 300 feet) in the Bay that has been used for disposal of dredged material from eastern Massachusetts Harbors for many decades. Recent major maintenance operations during the 2004-2008 period for the same channels being proposed for deepening in this feasibility study used the MBDS for all suitable dredged material. Placement at the MBDS is the Federal base plan for disposal of the project's dredged materials.

Two proposals for beneficial use of the improvement project's dredged materials were considered in the feasibility study, but will require further analysis in the design phase of the project.

- Depending on the final depth optimization (45 to 50 feet), between 700,000 and 1,450,000 CY of blasted ledge and other hard materials (cobble tills) would be removed by channel deepening. The tentatively recommended 48-foot channel depth would generate about 1.1 million CY of this material. The Corps and the Commonwealth's CZM Office have proposed using this material beneficially to create hard bottom habitat at one or both of two candidate sites in state waters in Massachusetts Bay. The purpose is to increase habitat for lobster and other species. Five sites selected in consultation with area lobstermen were investigated and screened, yielding the two candidate sites. Additional work to be done during the design phase would include final layout of the placement plan to avoid existing hard bottom areas and shipwrecks in the two sites, and development of a monitoring plan in consult with NMFS and State agencies.
- Between 6,000,000 and 14,500,000 CY of unconsolidated material would also be removed depending on the final depth optimization. The tentatively recommended 48-foot channel depth would generate about 12 million CY of this material. The Corps and US EPA Region I have proposed that some or all of this material be used to cap areas of the former Industrial Waste Site (IWS) in Massachusetts Bay. The IWS is located north of and overlaps the MBDS. The IWS was used from the 1940s to 1970s for disposal of medical, chemical and radiological waste in barrels and drums. Most of the steel barrels have largely disintegrated, spilling their contents on the seafloor. Concentrations of barrels have been located by US EPA and others in studies conducted in the early 1990s and in 2006, and are largely located outside the MBDS boundaries. US EPA is in the process of delineating the barrel "fields" in the site and prioritizing these areas for capping. The Corps, in cooperation with EPA is

planning to conduct a capping demonstration as part of the disposal of the 2007-2008 inner harbor maintenance operation at the MBDS. The demonstration would test and refine methods for capping in deep water with semi-consolidated and unconsolidated material in a controlled pattern design to create a sufficient cap without displacing the existing bottom materials. Evaluation of this proposal and the target areas within the IWS would continue into the design phase for the project, and EPA would need to modify the MBDS boundary by Rule to enable this beneficial use to proceed.

Both beneficial use plans, the lobster reef creation and IWS capping, are expected to have little impact on project cost. The lobster reef sites are located inshore of the existing ocean disposal site and will have a reduced hauling cost. Costs for controlled dumping and post construction monitoring of site colonization are expected to be more than offset by the reduced hauling cost. Haul distance to the IWS is identical to that for the MBDS. With modern computerized dump vessel location and track line navigation, and given the haul distance, a controlled disposal grid should not add any appreciable time to the dump vessels' round trip.

6. REVIEW REQUIREMENTS AND PROJECT RISK

Initial Quality Control (QC) review of feasibility study products is handled within the Section or Branch at New England District performing the work, and by ERDC, Massport, US EPA, and contractors submitting the results of specific field investigations and reports. Additional QC will be performed by the project delivery team (PDT) during the course of the feasibility plan formulation and evaluation process, and during preparation and assembling the draft and final AFB documents, Feasibility Report and NEPA documents. These District level internal checks of engineering, technical, and scientific methodology applied, computations, and assessment are standard operating procedure and normally conducted by Section Chiefs and Team Leaders.

ITR: Pursuant to EC1105-2-408, the feasibility study and resultant documents will require review by a Corps Independent Technical Review (ITR) team assigned by the Planning Center of Expertise (PCX) for Deep Draft Navigation. The Director, Deep Draft Navigation Planning Center of Expertise, will select this team. As the cost estimate for the project will require review by the PCX for Cost Estimating, the Director will also coordinate with this PCX to establish the cost estimating ITR member. ITR will also include review and certification of Planning Models used in the study. These models are limited to spreadsheets detailing the assessment of economic data and calculation supporting the development of project benefits and cost-benefit analysis.

EPR: The study is expected to be a straightforward navigation improvement project at an existing federal channel, it is not novel and is not precedent setting, and does not have significant economic, environmental or social impacts.

External Peer Review Decision Checklist

1	Novel subject matter?	No	Project consists of navigation improvement by dredging and blasting with ocean disposal at a designated site using traditional engineering design methods and construction techniques.
2	Controversial subject matter?	No	Improvement and maintenance dredging have been underway with little break at Boston Harbor since 1998. Process and impacts are well known and documented. No novel or controversial environmental issues have been raised by resource agencies.
3	Precedent setting?	No	Bulk of the benefits are reduced landside transportation cost savings to containerized cargo from diversion away from truck transport to ship. Benefits are well documented and straightforward. Analysis was conducted using well-established guidelines and criteria.
4	Unusually significant interagency interest?	No	Not with the base plan. State and EPA interest in further pursuing beneficial use options rock reefs and deep water capping of old disposal areas will be further defined during design. If no agreement is reached on these additional options then the base plan for ocean disposal will be followed. The project is strongly supported by the State and there is no unusually significant interagency interest.
5	Unusually significant economic, environmental, and social effects to the nation?	No	There are no unusually significant national economic, environmental or social effects. National and regional economic benefits are sufficient to support a project of this magnitude.

Decision: External Peer Review will be required to comply with EC 1105-2-408, Planning, Peer Review of Decision Documents, dated 31 May 2005. The project; while straightforward from a formulation, engineering, environmental and economic viewpoint carries a total first cost, escalated to the construction period, of about $260,000,000.

Model Certification: Aside from economic computation spreadsheets, hydrodynamic and vessel models developed by ERDC for input to the ship simulation study, and cost estimating (CDEP) spreadsheets, no planning models were used in this study. The study involves the deepening of existing Federal navigation channels. Cost estimating review would be conducted by the PCX for Cost Estimating (NWW) as coordinated by the PCX for Deep Draft Navigation (SAM). The economic computations were determined using spreadsheets covering the development and presentation of economic baseline, without-project and with-project scenarios, for containership cargo, dry bulk and liquid petroleum cargoes. The PCX for Deep Draft Navigation, in consultation with reviewing authorities, will determine the appropriate level of review and certification required for these report products.

7. REVIEW PROCESS

As described above, Initial Quality Control (QC) for all study documents, products, and reports, is performed by the PDT and by the Section or Branch at New England District performing the work, and by ERDC, Massport, US EPA, and contractors submitting the results of specific field investigations and reports, as standard procedure.

The ITR process will include review of draft investigations of existing conditions, determination of the without-project condition, formulation of alternative plans, collection and evaluation of data, development and refinement of assumptions, and engineering, economic, environmental, cultural, and social assessments. Real estate aspects of proposed alternatives is expected to be minimal and will not require review unless scope of real estate requirements change.

ITR review milestones will include review of preliminary documents (AFB submittal) after the PDT identifies the alternatives that will be analyzed in detail, and review of the draft Feasibility Report and NEPA documents after the PDT completes its selection of a tentatively recommended plan of improvement.

8. PUBLIC COMMENT

Public involvement has been maintained throughout the feasibility study. Public information and other meetings as appropriate have been held in the study area as the study progresses. A description of the public involvement efforts for the study is attached to this review plan. Copies of this review plan and the public involvement plan will be posted to the New England District website for public access.

9. REVIEW COST

The cost of the ITR will be discussed with the PCX and the Sponsor, and agreed to once the ITR team is assembled. The cost of the ITR is a cost shared feasibility study item. The cost of the EPR will be developed by the PCX and will also be coordinated with the project Sponsor and subject to cost-sharing.

10. REVIEW SCHEDULE

	Start	Complete
1. Develop Review Plan, Coord. w/ PCX	Aug 07	Sept 07
2. PCX Assigns ITR Team (NAN Team in Place)	Aug 07	Aug 07
4. ITR of AFB Package	Aug 07	Sept 07
5. ITR of draft Feasibility Report/SEIS and PDT response and changes	Nov 07	Dec 07
6. Certification of Planning Models	Nov 07	Jan 07
7. ITR of final feasibility report and SEIS before CWRB briefing	Feb 08	Mar 08
8. ITR of CWRB Materials	Apr 08	Apr 08
9. CWRB Meeting	May 08	May 08

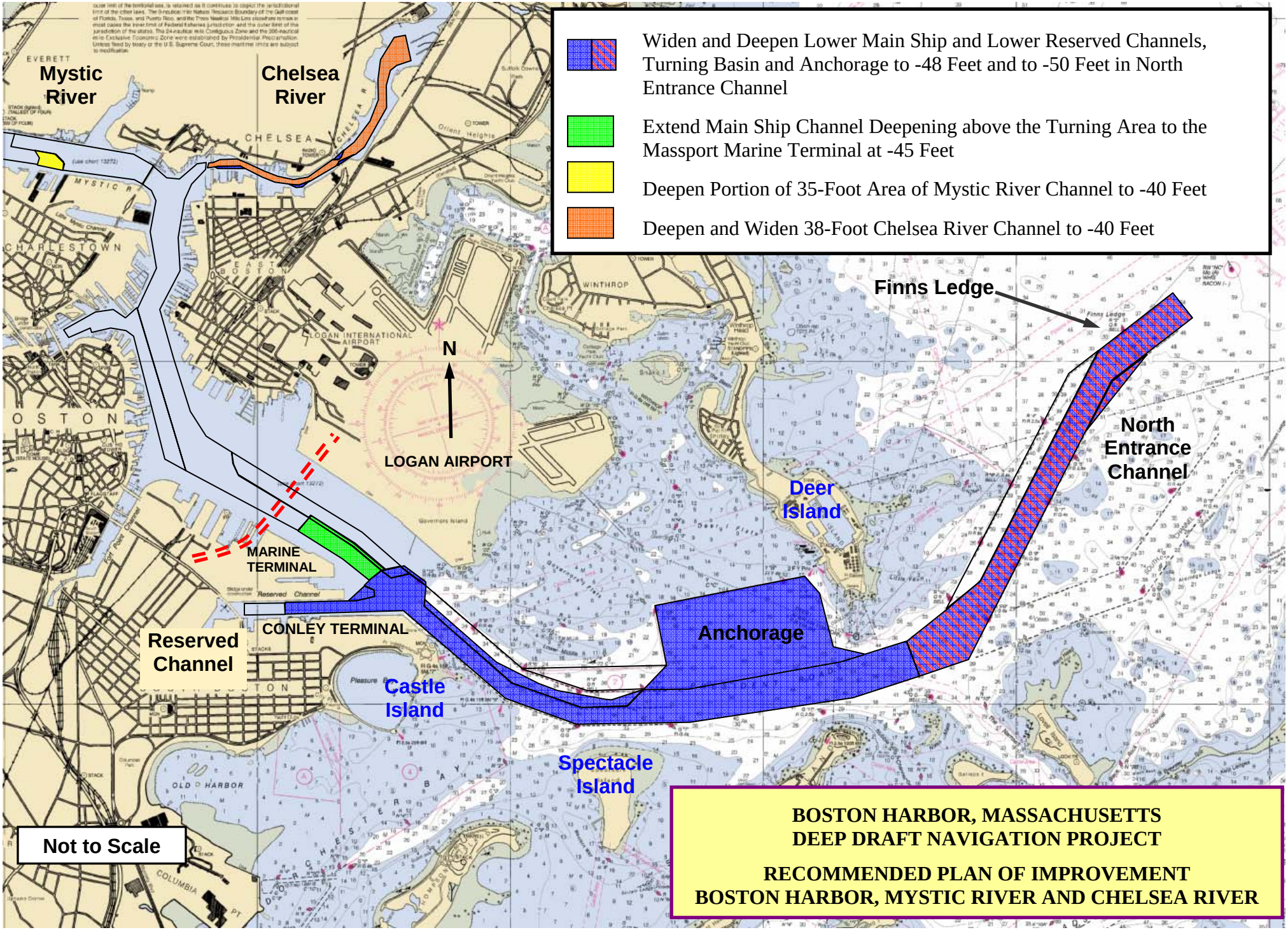
11. PDT and ITR TEAMS

1) New England District PDT

At the New England District, the Programs and Project Management Division manage large deep-draft navigation improvements, and operations and maintenance of navigation projects. The Planning Branch, and Evaluation Branch (including Environmental, Economic and Cultural Resource functions) are performed by the Engineering-Planning Division. The Engineering-Planning Division is also responsible for engineering design, cost engineering, geology, geotechnical engineering, hydrology and coastal engineering, structural engineering, and survey functions. Other disciplines represented on the team include real estate, dredged material management and navigation operations and maintenance.

2) ITR Team

After consultation with the PCX (SAM) and New York District, it was decided to retain NAN ITR responsibility for the Boston Harbor Feasibility Report, subject to PCX concurrence. Accordingly, NAN filled out the review team that had previously been limited to economic review and cost and geotechnical advice. The team assignments require review and approval by the Director, Deep Draft Navigation Planning Center of Expertise and may include the following disciplines as appropriate. Technical disciplines represented on the ITR team mirror those of the PDT to ensure a comprehensive review.


Widen and Deepen Lower Main Ship and Lower Reserved Channels, Turning Basin and Anchorage to -48 Feet and to -50 Feet in North Entrance Channel
Extend Main Ship Channel Deepening above the Turning Area to the Massport Marine Terminal at -45 Feet
Deepen Portion of 35-Foot Area of Mystic River Channel to -40 Feet
Deepen and Widen 38-Foot Chelsea River Channel to -40 Feet
Mystic River
Chelsea River
Finns Ledge
North Entrance Channel
N
LOGAN AIRPORT
Deer Island
MARINE TERMINAL
CONLEY TERMINAL
Reserved Channel
Anchorage
Castle Island
Spectacle Island
Not to Scale
BOSTON HARBOR, MASSACHUSETTS
DEEP DRAFT NAVIGATION PROJECT
RECOMMENDED PLAN OF IMPROVEMENT
BOSTON HARBOR, MYSTIC RIVER AND CHELSEA RIVER

ATTACHMENT A
PUBLIC INVOLVEMENT PLAN
BOSTON HARBOR, MASSACHUSETTS
NAVIGATION IMPROVEMENT STUDY

Public Involvement Plan for Boston Harbor Deep Draft Feasibility Study and SEIS

Public Information and Scoping Session

At the initiation of the Feasibility Study, Massport hosted a public information and study scoping session on 5 September 2002 at the Black Falcon Terminal in South Boston. Advance notice to the meeting was provided by Corps and Massport News Releases and Memoranda dated 7 August 2002 and by personal communication between agency staff. The Corps and Massport provided an overview of prior and ongoing project efforts and a description of the reconnaissance recommendations, feasibility study scope and timeline, NEPA process, and proposed public involvement plan. Massport also discussed the importance of the channel deepening to the future of the Port of Boston. A question and answer session and dialogue on study scope followed the presentations.

Cooperating Agencies

By letters dated 11 April 2003, the Corps sent invitations to Federal agencies and the State inviting participation in preparation of the SEIS as Cooperating Agencies. The US EPA, US Coast Guard, National Marine Fisheries Service and Massachusetts Office of Coastal Zone Management all responded in the affirmative. These agencies have each been active in the study's development and in evaluation and review of study products and reports.

State Regulatory Process (MEPA) Notice and Scoping

The Commonwealth of Massachusetts consolidates scoping for environmental permitting under the Massachusetts Environmental Policy Act office, an arm of its Executive Office of Environmental Affairs, a state cabinet level office. The MEPA process requires project proponents to file an Environmental Notification Form with the MEPA office and with notice to State and local agencies and the public. There is a public review period for the ENF during which a scoping session or hearing is held. At the conclusion of the comment period the Secretary of Environmental Affairs issues a Certificate that includes the required scope environmental studies the State will require. Massport filed the ENF with the State on 31 January 2003. The MEPA Scoping Session was held on 25 February 2003 at the Black Falcon Terminal and included project presentations by Massport and the Corps. The EOEA Secretary's Certification was issued on 10 March 2003. The Certification and comment letters, along with the State ENF, are included in an appendix to the feasibility report and SEIS.

Boston Harbor Technical Working Group

The Boston Harbor Technical Working Group was established in the 1990s as a means of managing interagency and public coordination for the design phase and preparation of the EIS for the Boston Harbor Main Tributaries Deepening Project authorized by Congress in 1990 and constructed between 1998 and 2002. The Boston Harbor TWG functions as a port-specific dredging team and has remained in operation to help facilitate the two major maintenance dredging actions in the harbor from 2004 to 2008. In May 2003 the participating agencies and groups were asked and agreed to continue their work with the TWG as part of the current deep draft navigation improvement study. The Boston Harbor TWG includes the following:

Corps of Engineers – New England District
Massachusetts Port Authority
U.S. Environmental Protection Agency – Region I
U.S. Fish and Wildlife Service
National Marine Fisheries Service
United States Coast Guard – MSO Captain of the Port
Massachusetts Institute of Technology – Sea Grant Program
City of Boston – Environment Department & Conservation Commission
City of Revere - Conservation Commission
City of Chelsea - Conservation Commission
The Boston Harbor Association
Boston Harbor Pilots Association
Massachusetts Office of Coastal Zone Management
Massachusetts Department of Environmental Protection
Massachusetts Division of Marine Fisheries
Save the Harbor/Save the Bay
University of Massachusetts at Boston
Massachusetts Water Resources Authority
Massachusetts Audubon Society

Meetings of the Boston Harbor Technical Working Group were held periodically during the feasibility study as follows:

10 June 2003 – Black Falcon Terminal, South Boston – Initial TWG Meeting for Study
27 January 2004 – Massachusetts Transportation Building, Boston
22 June 2004 – Massachusetts Transportation Building, Boston
5 January 2005 – Massachusetts Transportation Building, Boston
29 June 2005 – Black Falcon Terminal, South Boston
29 November 2005 – Black Falcon Terminal, South Boston
23 January 2006 – Black Falcon Terminal, South Boston
10 April 2006 – Black Falcon Terminal, South Boston
25 July 2006 – Black Falcon Terminal, South Boston
15 August 2007 – Black Falcon Terminal, South Boston

Both the Corps and Massport have engaged contractors to assist in the studies and documentation required for the feasibility study. Contractor personnel regularly take part in the TWG meetings and presentations. Contractors include:

For the Corps of Engineers	-	Battelle International (Environmental)
	-	Woods Hole Laboratories (Sediment Testing)
	-	Ocean Surveys Inc. (Geotechnical)
	-	David Miller Associates (Economics)
	-	University of Massachusetts Amherst (Cultural)
	-	University of Maine (Cultural)
	-	Camp Dresser McKee (Air Quality)
For Massport	-	EarthTek (Environmental & Regulatory)
	-	University of Massachusetts Boston (Economics)
	-	Norbridge Inc. (Port Planning)

Boston Harbor Port Operators Group

The Port Operators Group (POG) is chaired by the US Coast Guard MSO Boston and Massport and meets about 10 times a year, typically the second or third Wednesday of the month at either the Black Falcon Terminal or the conference room at the Boston Autoport. The POG includes many of the same parties participating in the project through the TWG. Additionally the POG includes terminal operators, shippers, longshoremen, law enforcement, tug companies, and other harbor interests. The POG focuses on issues of port operations and security, but also receives updates on issues such as whale sightings and activities in Massachusetts Bay, activities and conditions with respect to the Stellwagon Bank National Marine Sanctuary, and ongoing construction activities in the harbor and bay from project proponents and managers. The New England District project manager for Boston Harbor represents the Corps at the POG meetings and provides regular updates on ongoing maintenance dredging activities and the progress of the deep draft navigation improvement feasibility study. The Feasibility Study PDT provides the POG with detailed presentations on study findings to date on an annual basis.

Massachusetts State Dredging Team

The Massachusetts State Dredging Team (MASDT) is chaired by the Mass Office of Coastal Zone Management. The team has met quarterly since MACZM took over hosting the meetings from USEPA in late 2006. The MASDT consists of representatives from most of the agencies and groups comprising the Boston Harbor Technical Working Group. At each dredging team meeting the Corps and Massport provide updates on Boston harbor projects and activities including the Deep Draft Navigation Improvement Feasibility Study. Specific aspects of the Improvement Study, including the scope of channel improvements, resource studies, and beneficial use proposals, have been the subject of detailed presentations to the MASDT. State dredging team meetings have been held as follows:

14 December 2005 – Black Falcon Terminal, South Boston
24 January 2006 – US EPA Region I, Boston
17 October 2006 – US EPA Region I, Boston
20 December 2006 – MACZM, Boston
18 January 2007 – MACZM, Boston
8 March 2007 – MACZM, Boston
15 May 2007 – MACZM, Boston

Annual Regional Federal Agency Coordination

The Federal Agencies with responsibility for New England and for Boston Harbor in particular have held several sessions over the course of the feasibility study to update agency management on study progress and interim findings, and to foster improved interagency coordination. The Federal agencies meet annually in the second quarter of the Federal fiscal year when project budget allocations typically become known to review last year's project activities and be briefed on the coming year's river and harbor work. No meeting was held in 2006 due to the lateness of the budget allocations. A project by project presentation and discussion is use to surface and help resolve any outstanding issues and concerns. The status of the Boston Harbor Feasibility Study and the work plan for the coming year's study activities is briefed and discussed by the agencies.

30 January 2002 – New England District, Concord, MA
15 January 2003 – New England District, Concord, MA
21 January 2004 – New England District, Concord, MA
20 January 2005 – New England District, Concord, MA
26 February 2007 – New England District, Concord, MA

New England Regional Dredging Team Coordination

New England's Regional Dredging Team (NERDT), known also as the Sudbury Group after its original meeting place at the Great Meadows National Wildlife Refuge in Sudbury, Massachusetts, meets twice annually to discuss issues of regional scope for the dredging and regulatory programs. Each meeting includes a briefing on the status and progress of the Boston Harbor Feasibility Study.

2 May 2002 – New England District, Concord, MA
17 May 2005 – Kittery, Maine, Town Council Room
16 November 2005 – Great Meadows National Wildlife Refuge, Sudbury, Massachusetts
5 October 2006 – Kittery, Maine, Town Council Room
15 February 2007 – Great Meadows National Wildlife Refuge, Sudbury, Massachusetts
10 May 2007 – Kittery, Maine, Town Council Room

Other Agency Coordination

The New England regional offices of the Federal agencies also meet at least annually for the Mid-Level Managers Meeting (MLM), typically staff from one management level above that attending the NERDT meetings. These managers meet more to resolve policy and process issues referred up by the NERDT. The MLM is been briefed in detail on the Boston Harbor Feasibility Study progress at each meeting.

Additionally the Corps has met with the US Coast Guard to brief that agency on the project and solicit their input into issues including project design, port safety and security, replacement of the Chelsea Street Bridge, and construction management for navigation traffic.

Before establishment of the TWG and MASDT the Corps has also met with Massachusetts Office of Coastal Zone Management (MACZM) and other agencies to provide briefings on the feasibility study progress and to refine the study scope, provide detail on individual study tasks, and to help define design and regulatory concerns and process.

15 August 2002 – Feasibility Study Initiation Meeting with Sponsor – Fish Pier, South Boston
14 February 2003 – Meeting between NAE, Massport and MACZM, Boston CZM Offices
17 March 2003 – Meeting with Massport, University of Maine and University of Massachusetts Amherst to Plan Archaeological Survey Scope – NAE, Concord, MA
20 June 2003 – Project Briefing for U.S. Coast Guard at NAE on Chelsea Street Bridge
2 July 2003 – Meeting with Corps and USCG at USCG Headquarters, DC
9 July 2003 – Federal Agency Briefing on Boston Harbor – NAE Offices, Concord, MA
30 September 2004 – MLM at New England District, Concord, MA
16 March 2005 – MLM at New England District, Concord, MA
7 July 2005 – Teleconference between USCG and NAE on Port Safety and Security
26 October 2005 – MLM at New England District, Concord, MA
31 January 2006 – Meeting with NAE, Massport and FAA, Logan Airport, East Boston
15 November 2006 – MLM Meeting – at New England District, Concord, MA
15 March 2007 – MLM at New England District, Concord, MA
22 May 2007 – Meeting between NAE, NAD, PCX, Massport and Contractors on ITR
16 July 2007 – Meeting between NAE and EPA-I on IWS Capping Beneficial Use
8 November 2007 – MLM at New England District, Concord, MA

Public Meetings and Hearings

In addition to the public information and scoping session in September 2002, and the periodic meetings of the TWG and POG, various outreach activities have been held for the harbor improvement study.

Public Meeting – Boston Harbor Inner Harbor Maintenance SEIS – Black Flacon Terminal – 14 February 2006

Other Public Outreach and Communications

28 March 2007 – Meeting held with Massport and COSCO at their offices in Seacaucus, New Jersey to discuss the shipper's plans for service with or without port deepening.

3 August 2004 – Meeting held with Massport, MADMF, Massachusetts Lobstermen's Association and Boston Harbor Lobstermen to identify potential sites for investigation for hard bottom habitat creation using rock and other hard materials removed by the project.

A folder will be established on the New England District public web page for posting of the public involvement plan for the study, update reports, the project review plan, meeting and hearing notices, NEPA NOAs, and other information for public dissemination. Ultimately, the draft and final Feasibility Report and SEIS will also be made available through this site.