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New England District

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Wind Energy Permit: Corps holds public hearings on Draft EIS

by Timothy Dugan
Public Affairs

The U.S. Army Corps of Engineers, New England District held a series of four public hearings in December on the

Draft Environmental Impact Statement (EIS)/Draft Environmental Impact Report (EIR) on the proposed Cape Wind wind energy project in Nantucket Sound, Mass.

Public hearings were held Dec. 6 at

the Martha's Vineyard Regional High School in Oak Bluffs; on Dec. 7 at the Mattacheese Middle School in West Yarmouth; on Dec. 8 at the Nantucket Community School in Nantucket; and on Dec. 16 at the Massachusetts Institute of Technology (MIT) in Cambridge.

About 2,500 people attended the four hearings and some 500 provided oral testimony. The Draft EIS/EIR was prepared by the Corps, in cooperation with 16 federal, state and local resource agencies, in response to a permit application from Cape Wind Associates, LLC for the installation and operation of 130 offshore wind turbine generators in Nantucket Sound, Mass.

Larry Rosenberg, Chief of Public Affairs, Army Corps of Engineers, New England District was the hearing moderator. He introduced the speakers, explained the hearing procedures and introduced each person providing public testimony.

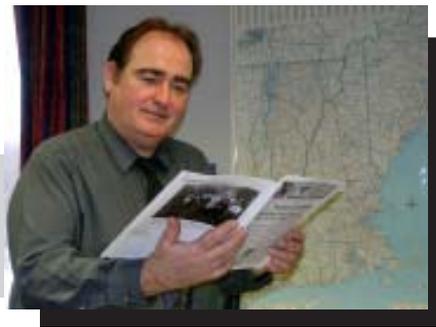
"The Corps has made no decision with regard to this permit," he said. "It is our responsibility to fully evaluate the

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Col. Thomas Koning, New England District Engineer, prepares to make opening statements during a DEIS hearing.

Yankee Voices



Yankee Engineer looking for old Corps photos

Every month since the early 1990s the Yankee Engineer has featured a vintage, Corps-related photo on the back cover.

Due to storage limitations, photos for "Dredging Up the Past" are getting harder to find.

We invite our readers to submit photos that are at least five years old for possible publication on the back cover. Photos of people are ideal, as well as construction photos of projects.

When submitting the photo, please provide information about the photo (cutline), the date, and the photographer.

Photos that are selected will be scanned and returned to the owner.

If you have a photo and are interested in submitting it, please mail it to Ann Marie R. Harvie, Editor, Yankee Engineer at 696 Virginia Road, Concord, MA 01742. Participants will be credited with their submissions at the end of the photo cutline.

Congratulations

...to **Patricia Price**, Network Administrator for the New England District, who was selected as the WE Committee's Employee of the Month for January 2005. She received the nod due to her exceptional efforts during the recent migration project that has been occurring over the last few months.

...to the team responsible for the Eastern States Exposition (Big E) exhibit, "The Corps Along the Shore" for being selected as the WE Committee's Team of the Month for January 2005. Team members include **Samantha Mirabella** who was chairperson, **Roxanne Barbeau**, **Brian Murphy**, **Douglas Helman**, **Diana Errico-Topolski**, **Jason Robinson**, **Timothy Russell**, **Delia Vogel**, **Mark McInerney** and **Rick Magee**. The group received their honor for its efforts in coordinating, designing, developing and building the 2004 New England District display for this historical exposition.

Sympathy

...to **Stephen DiLorenzo**, Regulatory, on the passing of his father, **Stephen DiLorenzo**, Jan. 2.

...to **Julie Canney**, Information Management, on the passing of her father, **Freeman C. Alger**, Jan. 3.

...to **Elaine Law**, Engineering/Planning, and her husband, **Jim Law**, Construction/Operations on the passing of Elaine's mother, **Lillian Bachand**, Jan. 4.

... to **Sue MacDonald**, Resource Management, on the passing of her mother, **Mary E. (Manning) Cox**, Jan. 5.

...to the family of Engineering/Planning retiree **Frank Tomasello**, who passed away Dec. 20. Mr. Tomasello had been retired for almost 30 years, and was a longtime member of the NED Golf League.

...to the family of Construction/Operations retiree **Joseph Ledgere**, who passed away Dec. 24. Mr. Ledgere retired March 18, 1986 as a Park Manager at the Connecticut River Basin with 25 years of federal service.

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Commander's Corner: More New Year's Resolutions?

by Col. Thomas Koning
District Engineer



As a update of my column from January 2003, I thought we should look at New year Resolutions. You know, lots of people make resolutions like losing weight, stopping smoking and exercising more. Again, this year, when I made my personal New Year's resolutions, my wife started laughing.

My question to you is: "What are your New Year's resolutions for the New England District?"

I have several, and they are all progressing well on their way to fulfillment. My resolutions for the District stem from a desire to make this District the best we can be. One tool we have to make this a reality is the Strategic Planning Group (SPG). The SPG is a group of our leaders who meet once a month to discuss the goals and future of the District. The SPG also conducts off-site conferences to outline specific actions for the upcoming year. These goals for 2005 form the basis for my New Year's resolutions for the District. The SPG has grouped these goals into five areas and I would like to tell you about them.

One SPG goal concerns the District's business processes. For the last two years, this District has committed itself to saving \$200,000 per year in G&A costs (funds used to pay support staff and provide for our facilities) by looking for efficiencies in 10 processes per year. I am very pleased to report we are successful. Over the last few years, these recurring savings have cumulatively amounted to over \$1.5 million! This "cost avoidance" allows us to have excellent financial statistics and use those savings in other places throughout the District to improve our work environment. My first resolution for this year is to review nine additional business process and through the application of information technology, save another \$200,000. Your Project Manager is Buz McDonald.

The second SPG goal is to improve the use of our contracting tools. We want to wrap up the Indefinite Delivery Indefinite Quantity (IDIQ) initiatives that we have been

working on, make ourselves a full player in the performance based contracting arena and initiate a claims standard operation procedure.

My second resolution is to add to our acquisition strategy toolbox and protect the government during the claims process. Your Project Manager is John Astley.

As you would expect, another SPG goal is to fully implement the Project Management Business Process (PMBP) and P2. We have many tweaks to do in fully implementing PMBP. These include completion of the Project Management Plan (PMP) templates for like projects (civil, military and environmental); same for Quality Management plans (QMP); restart PM training, energize the Breakfast Club with Bill Scully and continue to use after action reports to make ourselves better. Additionally we are bringing P2 into the PRB. My third resolution is to fully implement PMBP and P2 in the District. Your Project Manager is Bill Scully.

Another SPG goal is to provide take care of our people. There are many outside influences on the workforce in FY2005. Many are very high profile, such as competitive sourcing and the National Security Personnel System (NSPS). This group will be listening to the

workforce to gather your thoughts and concerns. Expect to see a Work Climate Assessment later in the year. My fourth resolution is to acquire, develop and retain a quality and diverse workforce. The Project Manager is Dick Carlson.

Our final SPG goal is titled, "Outreach." This goal looks to our external customers. The PDT will assess our existing customers; identify relevant work; and align our efforts with other multi-faceted agencies to leverage our resources. My last resolution is to develop the information to position the District for the best possible support to our customers now and into the future. Your Project Manager is Bobby Byrne.

These are my New Year's resolutions for the District. If any of the goals, examples or resolutions excite you and you are interested in helping out on the PDT for that topic, please send me or the appropriate Project Manager an e-mail volunteering your talents. Ask yourself the question, "what are my New Year's resolutions for the District?" Then get in touch with one of the Project Managers with the answer.

'What are your New Year's resolutions for the New England District?'

- Col. Thomas Koning, District Engineer

Adventures in Iraq:

Ken Paton sends a letter home to his coworkers

To all:

As most of you know, but not all, the U.S. Army Corps of Engineers (USACE) has deployed me to southern Iraq for four months of fun and relaxation. USACE is responsible for the management and oversight of all the construction activities in Afghanistan and Iraq.

As the U.S. invaded Iraq, USACE followed right behind with contractors to do things like repair the runway at Baghdad International Airport, setup dining facilities, transport fuel, repair bridges, and lots of other stuff.

We have now reached the point where the US is rebuilding the infrastructure of Iraq to get these poor folks back on their feet. The work has been divided into

six sectors titled Public Works & Water, Oil, Health & Education, Transportation & Communication, Security & Justice, and Electric.

There are a lot of very average people here working to help the country of Iraq struggle for democracy. I think a lot of the civilians like myself that come here want to help the Iraqis, but mostly I think they want to help the Soldiers who suffer much more hardship than we can imagine without having been there.

A lot of military positions have been changed to civilian jobs over time as we have moved to an all volunteer army so the need for civilians during war has increased. The sooner Iraq can get on its feet, the sooner the soldiers can come home.

Here's the start of my story. After an emotional goodbye to my family, I traveled to Fort Bliss, Texas, on Dec. 26, 2004. Whether you are Military, Government Civilian or a Contractor, you get to Iraq through the CRC (CONUS Replacement Center) at Fort Bliss,



Ken Paton dons full gear as his transport flies over Iraq.

or you go somewhere else like it. CONUS stand for Continental United States. My processing was done and I flew out with a group of about 200 on Thursday night, Dec. 30, 2004. The group consisted of mostly Soldiers, a small contingent of people from the Corps of Engineers, and a small group of contractors.

Our plane was an American Airlines Boeing 777 and was awesome. I couldn't get over that most of the passengers on board were carrying an M-16 rifle and many also had a 9 MM handgun. The rifles were laid out on the floor and the handguns were in the overheads. I think that's why the flight attendant said "we have very few rules on this flight, just no smoking and fasten your seatbelts, ev-

erything else is through the roof."

The captain left the cockpit door open throughout the flight and invited anyone who wanted to take a tour of the cockpit, to come on up. The flight crew did everything possible to make the flight more interesting. It was New Year's Eve, and I was taking my tour of the cockpit by sitting in the Flight Engineer's seat with the Copilot giving me a course on navigation, as the rest of the plane counted down to the New Year (Baghdad time). Yes, I was sitting in the flight engineer's seat at 35,000 feet over Hungary as the clock ticked over to 2005. You know they navigate those planes much the same way my brother, Irv, navigates his sailboat.

We flew to Germany and then Kuwait and arrived at Kuwait City early in the morning on Jan. 1. We spent a night in Kuwait

and headed to Iraq on Jan 2.

To finish before I go on too long, a lot of people asked my why I volunteered to come here.

I am here mostly to help the United States of America succeed on what I believe to be of the utmost importance.

Then, I am here to make life better for the American Soldiers, and to hopefully get them home sooner.

Then, I am here to help the poor decent Iraqis who have been brutalized for way too long. But first and foremost, I'm here for myself. To be part of history and to see first hand how a soldier lives, and to experience another part of the world that is nothing like the place I come from.

Take care, Ken

Nelson reports on Corps' good work in Iraq

The USACE Gulf Region North District is supporting the First Infantry Division (1ID) mission to provide a stable and secure environment in Iraq by executing reconstruction operations for the Project and Contracting Office (PCO).

As the PCO "construction division," GRD and its subordinate districts have established a network of Area, Resident, and Project offices to manage the contract construction of everything from multimillion dollar power plants to basic renovation of schools.

All work is supporting the First Infantry Division's objectives of providing basic services to the Iraqi people, creating jobs and economic growth for local Iraqis, and providing "ownership" of the process by the local Iraqi government.

GRN is placing significant emphasis on the process by placing Engineer Lieutenant Colonels as Deputy District Engineers (Forward), with each of the Major Subordinate Commands at Brigade Combat Team (BCT) level. As one of those DDEs, I coordinate GRN actions and support to the 1ID's 2d BCT in the province of Salah ad Din. Headquartered in Tikrit, the birthplace of the Muslim leader Salah ad Din as well as Saddam Hussein, the 2BCT is engaged with the Iraqi provincial government to reconstruct the basic infrastructure of Salah ad Din.

In Salah ad Din alone, GRN is currently executing 110 projects in direct support of Iraqi reconstruction. These projects include renovating 83 schools, 8 fire stations, and 17 rail stations, constructing 9 new public health clinics, 26 kilometers of rural roads, and repairing a 300 MW gas turbine power plant. These projects are being funded by the Iraqi Relief and Reconstruction Fund and provide direct improvement to the quality of life of the Iraqi people.

The USACE effort supports the US ambassador's and Division Commander's goal of capacity building in Iraq by putting responsibility in the hands of the Iraqi government, project funding flowing to Iraqi contractors and suppliers, and creating jobs for Iraqi workers.

A great example is the execution of school projects in the province. Instead of contracting with a large US design/build firm, 1ID and GRN chose to utilize the Iraqi network of engineers throughout the provincial and district governments, as well as the provincial Education Director to identify and assess schools that needed renovation or major reconstruction.

The Iraqi engineers completed thorough assessments and cost estimates that were then solicited through the provincial council to local contractors. A measure of success was that local contractors submitted over 800 bids for 37 schools in the province.

A committee including the provincial Director General of Education, an education ministry engineer, a 2BCT representative, and a GRN representative conducted the source selection of local Iraqi companies. By using this method for



Lt. Col. Andrew Nelson in Iraq.

56 school projects, we are providing over \$3 million of stimulus directly to the local economies while placing responsibility in and, therefore, empowering the local government.

The process is not without challenges, as we have experienced delays due to threats against contractors and suppliers by insurgents, political wrangling by municipal and provincial leaders, and aborted attempts by unqualified contractors. However, the USACE team continues to "persist and persevere" in order to find solutions to the issues. One method to address the security situation is to hire local Iraqi engineers to execute the quality control and assurance inspections of construction projects. Since a US presence on a local project site might bring unwanted attention to a school or health clinic, GRN has hired a number of Iraqi engineers to be our eyes on the project. The engineers provide direct reporting of quality and completeness of construction through site inspection reports and digital photos of progress.

We are working through the technical requirements of the process, but are able to confirm quality, put Iraqis to work, and reduce the risk to our own staff.

As I look forward to the coming months, I predict a continued expansion of project execution through the Iraqi local government. The objective of "Capacity Building" is to ultimately put the entire process back into Iraqi hands. This would empower the local leadership, provide confidence in the government by the populace, and lead to a more secure Iraq. The sooner we accomplish that goal, the sooner we may all come home. I look forward to a better year in 2005 for the Iraqi people.



Massachusetts Governor Mitt Romney makes his voice heard during the public hearings.



Citizens dress in yachtman garb and protest the permit application.

Photos by Mark McInerney

Corps holds public hearings on Draft EIS

Continued from page 1

proposed activity and its impacts prior to our decision. And in order to accomplish that we need your input.”

The Draft EIS/EIR provides detailed information on the potential impacts and benefits of the applicant’s proposed wind energy project in Nantucket Sound and potential impacts and benefits at the alternative sites.

Cape Wind Associates LLC applied

to the Corps for a permit to construct an offshore wind energy facility in November 2001. The purpose is to generate up to 454 MW of clean, renewable wind-generated energy that will be transmitted to the New England regional power grid, including Cape Cod and the Islands.

“This hearing is being conducted as part of federal National Environmental Policy Act requirements, and the Corps of Engineers regulatory responsibilities

to seek out public comment regarding the content of the Draft Environmental Impact Statement,” said Corps Hearing Officer and District Engineer Col. Thomas Koning, commander of the U.S. Army Corps of Engineers, New England District.

The District Engineer explained the Corps responsibilities in the environmental review process. “Our decision to issue a permit will be based on an evaluation of the probable impacts of the proposed activity on the public interest,” Col. Koning said. “Our decision will reflect the national concern for both the protection and utilization of important resources. The benefits that may reasonably accrue from the proposal must be balanced against its reasonably foreseen detriments.”

The northernmost turbines would be more than 4 miles from Yarmouth, the southeastern most turbines would be about 11 miles from Nantucket, and the westernmost turbines would be about 5.5 miles from Martha’s Vineyard.

The Draft EIS includes an executive summary, an explanation of purpose and need, the alternatives analysis, the affected environment and environmental consequences, a list of preparers,



Larry Rosenberg (left) discusses issues with the public during a break from testimony.

public involvement documentation, a list of cooperating agencies, an acronym list, an index and many technical appendices.

“The Draft EIS/EIR addresses the potential impacts and public interest factors identified by the scoping process, and is intended to fulfill the regional, state and federal environmental assessment requirements,” said Cape Wind Energy Project EIS Manager Karen K. Adams, with the Corps’ New England District, Regulatory Division. “We started our review by inviting input from the general public in addition to the 17 federal, state and regional agencies who were asked to participate as cooperating agencies in accordance with the National Environmental Policy Act and policy guidance from the President’s Council on Environmental Quality.”

Based on the EIS scope of work developed in 2002, the environmental and public interest factors addressed in the Draft EIS include: geology; physical oceanography; benthic and shellfish resources; finfish and commercial/recreational fisheries; protected marine species; terrestrial ecology, wildlife, and protected species; avian resources; coastal and freshwater wetland resources; water quality; cultural and recreational resources/visual; noise; transportation and navigation; electrical and magnetic fields; telecommunications systems; air and climate; and socioeconomics.

Five screening criteria were used to evaluate those alternatives: availability of renewable energy (i.e. wind power classification); ISO New England grid connection availability (connection point, transmission/distribution lines, efficiency/capacity); available land or water area; engineering constraints

(constructability, geotechnical conditions, water depths); and legal/regulatory constraints (i.e. endangered species, shipping channels, etc.).

The Corps, with cooperating agency consultation, determined reasonable sites that cover the spectrum of: 1) Shallow water off-shore site; 2) Deeper water off-shore site; 3) On-shore site; 4) Two or more smaller sites combined to achieve the intended purpose and need.

The onshore alternative is MMR – the Massachusetts Military Reservation in Bourne on Cape Cod, Mass.; the



A concerned citizen gets his say during the Wind Energy DEIS public hearings.

shallow water alternative included three possible configurations – the applicant’s preferred alternative of Horseshoe Shoal, and also Tuckernuck Shoal, and Harkerchief Shoal, Mass.; and the combined locations are New Bedford Harbor, Mass., and a reduced footprint at Horseshoe Shoal. The area south of Tuckernuck Island, Mass., is the deeper-water site.

James W. Hunt, Director of Massachusetts Environmental Policy Act Office, of the Commonwealth of Massachusetts, Executive Office of Environmental Affairs, explained the role of the Commonwealth of Massachusetts in the environmental review process. “MEPA requires public study and disclosure of potential environmental impacts, as well as the development of feasible mitigation for a proposed project,” he said. “It

does not pass judgment on whether a project can or should receive a particular permit, for those decisions are left to the permitting agencies. MEPA review occurs before permitting agencies act, to ensure that the permitting agencies and the public understand the full range of potential impacts that may result from agency actions.”

Hard copies and CD copies of the Draft EIS are available for review at 32 local area libraries on Cape Cod and in Boston, Mass. An electronic version of the Draft EIS is available for review and download on the Corps website at <http://www.nae.usace.army.mil>. Select “projects” and then Cape Wind windfarm permit application. Or go directly to: <http://www.nae.usace.army.mil/projects/maccwf/windfarm.htm>

“Our next step is to catalogue all these comments and address each issue that is presented in these comments,” Adams said. “We will continue to work with the appropriate cooperating agencies and the applicant to address the issues. The Corps of Engineers will carefully consider all comments received.”

Following review and input the Corps will prepare a Final EIS. When the Final EIS is completed, 30 days later the Corps can prepare a Record of Decision (ROD). The ROD documents the results of the NEPA process.

The Corps can then make a determination on whether to issue a permit, permit with special conditions or deny a permit to Cape Wind on its proposed wind energy project.

Public comments on the Draft EIS can be sent electronically to wind.energy@usace.army.mil or mailed to Cape Wind Energy Project EIS Manager Karen K. Adams, U.S. Army Corps of Engineers, New England District, Regulatory Division, 696 Virginia Road, Concord, MA 01742-2751.

District members participate in wetlands restoration partnership seminar in Boston

by Timothy Dugan
Public Affairs

New England District members participated in the Wetlands and Aquatic Habitat Restoration seminar with federal, state and local partners Dec. 10 at UMass-Boston in Boston, Mass.

District Engineer Col. Thomas Koning was the moderator for the nearly three-hour event and Acting Deputy District Engineer William Hubbard and Regulatory Division's Policy Analysis and Technical Support Branch Chief Ruth Ladd made presentations.

Attendees were briefed on the current strategies for restoring coastal wetlands, fish passages, and riverine habitats to gain a better understanding of the environmental objectives of restoration.

UMass representative Rich Delaney provided an introduction and an overview of Corporate Wetlands Restoration Partnership (CWRP) in Massachusetts and its mission. They are supporting 45 projects and have leveraged \$3.5 million in support for those projects.

"The concept is a wonderful one," he said.

George Olson, Chairman of the Massachusetts CWRP and Corporate Environmental Affairs of The Gillette Company, was presented an award by Col. Koning from the White House recognizing their environmental restoration support and efforts.



Ruth Ladd gives her presentation during the seminar.

Photos by Mark McInerney



Bill Cronin of the New England Development Corporation (left) talks with Col. Thomas Koning and Bill Hubbard about the successful delivery of over 2 million dollars in corporate support to Massachusetts aquatic habitat restoration projects and the success of the CWRP program nationally.

"It's part of our effort," Olson said. "We're just happy to help in any way we can."

"The Corps is committed to this," Col. Koning said. "Without the corporate partners we could only do a fraction of what we do. Massachusetts is a leader in Corporate Wetlands Restoration Partnership."

The Corps' New England District will continue to provide leadership in the Corporate Wetlands Restoration Partnership, he said.

Col. Koning explained that the first Corporate Restoration Partnership project in the nation was on Corps property at the Cape Cod Canal – the Sagamore Salt Marsh Restoration. Restoration includes wetlands hydrology, but also opening up watersheds for anadromous fisheries migration, such as the Smelt Hill Dam removal project.

Massachusetts Secretary of Environmental Affairs Ellen Roy Herzfelder gave a presentation on "Restoration Accomplishments."

"There is so much we can do together," she said. "The partnership is so important. "There is so much we are doing together, but there is so much more we can do, not just in Massachusetts but throughout the country and throughout the world."

She discussed the ocean initiatives, water supply issues, the recent oil spill, and wetlands and coastal habitat. "We are working with many partners on a daily basis," she said.

The CWRP seminar provided an opportunity to learn about the major efforts to restore wetlands and aquatic habitats in Massachusetts. The CWRP is an innovative private public initiative which is brining together businesses, government agencies, conservation organizations, community groups and academia to protect, enhance and restore the nation's critically important wetlands, coasts, and waterways. The CWRP is a flexible way for the business sector to voluntarily help restore critical habitats across the state. Companies contribute money and/or important in-kind services, such as survey, engineering, design, permitting, legal and construction support.

David Webster, of the U.S. Environmental Protection Agency, New England Region, discussed "Environmental Project Partners."

Ruth Ladd gave a presentation on "Wetlands Restoration Permitting." She discussed the Corps regulatory authorities of Section 10 of the Rivers and Harbors Act, which provides for federal regulation of any work in, or affecting navigable waters of the United States; and Section 404 of the Clean Water Act, which regulates the discharge or fill of material in United States waters, including wetlands; and Section 103 of the Marine Protection, Research and Sanctuaries Act, which provides for federal regulation of the transportation of dredged material for the purpose of disposal in the ocean.

Ladd talked about unauthorized fill and permit noncompliance and the limits of the Massachusetts Programmatic General Permit.

William Hubbard, who also is the Chair of the Coastal America for the Northeast Region, gave a presentation on "Wetlands and Aquatic Habitat Restoration."

"Coastal America is a partnership among federal agencies," he said. Regional teams provide education and outreach. He discussed some successful restoration efforts – Galilee Salt Marsh in Rhode Island, Lonsdale Drive In Restoration Project, Ninigret Pond Restoration Project, and Sagamore Marsh Restoration Project.

Senior Wetlands Scientist Ed Reiner, of the U.S. Environmental Protection Agency, Region I, discussed "Salt Marsh



Bill Hubbard (right) talks with a seminar attendee near the New England District exhibit.

Restoration at Rumney Marsh."

"Salt marshes need salt water or they are taken over by phragmites," he said.

Gulf of Maine Coordinator Eric Hutchins, of the NOAA in Gloucester, Mass., discussed "Community Partners in Restoration Projects." He explained various projects including the Town Brook Dam Removal in Plymouth and Old Mill Dam.

WRP Coordinator Bruce Carlisle, of the Massachusetts Coastal Zone Management office, discussed "Wetlands Restoration Projects in Progress."

The CWRP includes federal and state agencies, private companies and non-profit groups. They pool their resources to accomplish environmental restoration projects.

Karen Peltó, Director, River Restore, Massachusetts Fish and Game Office, talked about "River Restoration Projects in Massachusetts." She discussed various projects in Massachusetts and provided updates. She said there are numerous opportunities for environmental restoration efforts with the 28 watersheds and 3,000 dams in Massachusetts.

George Olson, Chairman of the Massachusetts CWRP and Corporate Environmental Affairs of The Gillette Company, provided closing remarks.

"CWRP is an opportunity for all of us to participate in environmental restoration projects in our own back yards," he said.

Oftentimes funding is insufficient to allow a project to go forward. That's where CWRP can step in and provide resources to keep the project alive.

Recognizing the need to more fully involve the corporate sector in restoring these vitally important habitats, The Gillette Company joined with the Massachusetts Executive Office of Environmental Affairs and the U.S. Environmental Protection Agency in 1999 to create the CWRP.

With the assistance of Coastal America, the group expanded from its Massachusetts base to the New England region in January 2000, and launched the National CWRP in May 2000. Since that time, a number of state CWRPs have been established, and more are in development.

Corporate contributions are combined with governmental and other funds to protect, enhance and restore coastal and freshwater wetlands and aquatic habitats.

From the field:

Cape Cod Canal Marine Operations Tow the Line in 2004

By Matthew McClintock, Cape Cod Canal

On June 9, 2004, the fishing charter boat, LADY K, left Onset Harbor with 37 people on board for a day of fishing. After entering the Cape Cod Canal she began taking on water. The LADY K sent a distress call to the Canal Marine Traffic Controller, who immediately notified the Canal's duty boat crews. Three Canal patrol boats responded. Once on the scene, they safely towed her to the Onset pier. Due to the swift and expert response, passengers suffered no injuries and the Lady K no further damage.

This was not an isolated rescue operation for the dedicated and highly skilled Marine Operations staff at the Cape Cod Canal. According to Marine Operations Supervisor Roger Mathurin, the past calendar year, 2004, has been the busiest for marine cases since he began his career at the Cape Cod Canal in 1981.

Mr. Mathurin reports that the boat crews have responded to 227 incidents in 2004 compared to 190 in 2003 and 183 in 2002. Aiding vessels in distress, standing-by to assist underwater survey/diving operations, escorting vessels of interest, and removing a variety of floating objects, which could have hampered vessel movement, are just some examples of their activity in the Canal.

In addition to responding to the 227 incidents, the marine crews also had to keep their 4 patrol boats, one tug and floating plant in tip top shape, to get under way for at least 4 Rail Road Bridge movements per day, conduct daily waterway patrols, to ensure that the reported 16,956 commercial, public and recreation vessels adhered to the regulations governing vessels transiting the Cape Cod Canal in 2004 and also to find time for training. Patrol boats are underway for 2 8-hour shifts and during summer months there are two boats underway during day-shifts.

For many of us working in the field, the winter season provides "down time" to repair equipment, facilities and prepare for the upcoming summer season. The Marine Operations personnel did not have the winter season to catch up. On the contrary, they were called upon during the brutally cold 2004 winter to conduct icebreaking operations. Ice sheets 2 feet thick, stretching from bank to bank in the Canal and a frozen approach in Buzzards Bay kept



Photos By Kevin Burke

Tug MANAMET surveys fishing vessel NABBY trapped on ice in winter 2004.

the Canal's tug boat, MANAMET, commissioned in 1952, underway for three cold and trying weeks.

Besides breaking ice, the crew of the MANAMET safely escorted 25 loaded fuel barges as they transited the icy Canal. Due to the harsh icing conditions, that the MANAMET endured, it had to be dry docked for several months to have

its bottom repainted. Mr. Mathurin reported the ice had scraped away all the paint layers down to the last coat of primer.

The Marine Operations staff includes 13 permanent employees and 4 summer stay-in-schools. A majority of the personnel retain Coast Guard Licenses ranging from 100 Ton Ocean Operator to 1600 Ton Masters.

Mr. Mathurin attributes the success of the Marine operations department to the employees' enthusiasm, experience and proud work ethic.



Patrol Boat MARION tows sailboat to safety.

District proposes reissuing Massachusetts programmatic general permit

by Timothy Dugan
Public Affairs

The New England District is proposing to reissue the statewide Massachusetts Programmatic General Permit for minimal impact activities within the Commonwealth of Massachusetts.

The existing Programmatic General Permit (PGP) expired on Jan. 11, 2005 and the Corps proposes to reissue the PGP for another five years no later than this date.

A reissued PGP would continue the expedited review process for activities in Corps jurisdiction under Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act of 1899.

The Corps is coordinating reissuance of the Massachusetts PGP with Federal resource agencies, state agencies and the public.

The Corps issued a public notice on Aug. 10, 2004 that contained initial changes suggested by the Federal resource agencies and the Corps. The Corps received comments on these suggested changes and further modified the PGP in response. The proposed changes and improvements are listed in the public notice. The proposed Massachusetts PGP that includes all of the proposed changes is available on the Corps website at <http://www.nae.usace.army.mil>. Select "Regulatory/Permitting" and "Topics and Issues" and then "Proposed MA PGP."

Programmatic General Permits are encouraged under the President's plan as a way to streamline state and Federal

regulatory programs.

The New England District has already had success with streamlining these programs with the use of PGPs throughout New England. Continued use of the successful PGP process in place of the nationwide permits (NWP) will provide benefits to the public, including simplifying the process and expediting decisions while maintaining environmental protection.

Projects with minimal individual and cumulative effects on the aquatic environment will be approved administratively under this PGP. Projects with the potential for more than minimal effects will be subjected to Individual Permit review.

All PGP authorizations will be subject to the applicability requirements, procedures, and conditions contained in the PGP documentation. Project eligibility under this PGP will fall into two categories: non-reporting projects (Category I) and reporting projects requiring screening (Category II).

Representatives of the Corps, state agencies and the Federal resource agencies (U.S. Fish and Wildlife Service, U.S. Environmental Protection Agency, and National Marine Fisheries Service) will continue to review Category II activities as outlined within the Massachusetts PGP.

To assist in properly evaluating this proposal, the Corps of Engineers sought comments through Dec. 15, 2004.



Wetland in Sudbury, Mass.

Site Designated in Rhode Island Sound for Safe Long-Term Disposal of Dredged Sediment

The U.S. Environmental Protection Agency announced Dec. 16, 2004 the designation of a long-term disposal site for sediment dredged from harbors and navigation channels in the Rhode Island region. EPA's action requires the disposal site to be monitored on an ongoing basis to ensure protection of human health and environmental quality in the Sound, and dredged material will continue to be evaluated prior to permitting for disposal at the site.

"EPA has worked closely with the public and interested parties to ensure that we are protecting the ecological health of Rhode Island sound, while also establishing a much needed long-term disposal site for sediment dredged in that area," said Robert W. Varney, administrator for EPA's New England regional office. "It's important to maintain safe navigation for both commercial and recreational vessels, and our collaboration will ensure environmentally sensitive management of dredged material from the Rhode Island region."

The Rhode Island Sound Disposal Site, which is one square nautical mile in size, is approximately nine nautical miles south of Point Judith and 6.5 nautical miles due east of Block Island. It is the same location as Site 69B, selected for short-term use by the U.S. Army Corps of Engineers to receive dredged material from the Providence River and Harbor Maintenance Dredging Project.

Congress authorizes the Corps to select disposal sites for short-term, limited use. EPA is authorized to make

long-term site designations, subject to ongoing monitoring requirements to ensure the sites remain environmentally sound. EPA's designation of the disposal site makes it available for approximately 20 years of dredged material disposal once the sediment is determined to be suitable for ocean disposal under federal criteria. Each dredging project continues to be required to evaluate different disposal options. Dredged material proposed for ocean disposal would be required to meet stringent testing criteria.

"We look forward to continuing to work with our partners -- EPA, state agencies and the local communities throughout Rhode Island and southeastern Massachusetts -- to support navigational and dredging needs through our participation in the designation of long-term disposal sites," commented Col. Thomas Koning, District Engineer of the Army Corps' New England District.

The basis for EPA's site designation is described in a Final Environmental Impact Statement, completed in Oct. 2004. The EIS was prepared by EPA and the Corps' New England District, in close cooperation with other federal and state

agencies and in consultation with local representatives of the marine trades industries, environmental groups, and the fishing and shellfishing communities.

After determining the future dredged material disposal needs of the region, the EIS evaluated potential disposal areas, concentrating on two sites and a "no action" alternative. Upon completion of this detailed evaluation, EPA concluded that there was a need for designation of a long-term dredged material disposal site and that the Rhode Island Sound Disposal Site was less likely to cause adverse environmental impacts than the other alternatives.

The Final Environmental Impact Statement and other related information is available at: <http://www.epa.gov/region1/eco/ridredge/index.html>.

The decision is available at the Federal Register web site at: <http://www.epa.gov/fedrgstr/EPA-WATER/2004/December/Day-16/w27439.htm>.

Also, copies of the study, site monitoring plans and management plans are available at local town libraries in Rhode Island and southeastern Massachusetts. (EPA news release)



A clamshell dredge at work in Rhode Island.

Corps of Engineers proposes dredging Plymouth Harbor Federal Navigation Project

by Timothy Dugan
Public Affairs

At the request of the town of Plymouth, the New England District, is proposing maintenance dredging of the Plymouth Harbor Federal Navigation Project in Plymouth, Mass.

The proposed work involves maintenance dredging of the 18-foot-deep Mean Lower Low Water (MLLW) main channel, the 15-foot-deep MLLW channel extension and turning basin, and the 60-acre by 8-foot-deep MLLW anchorage, comprising the Plymouth Harbor Federal navigation project.

“Natural shoaling processes have reduced available depths to as little as 9.0 feet in the 18-foot main channel, 8.5 feet in the 15-foot channel, and 5.0 feet in the 8-foot anchorage, making navigation hazardous at lower stages of the tide,” said Project Manager Michael Walsh, of the Programs/Project Management Division. “Maintenance dredging of approximately 320,000 cubic yards of sand and silt from approximately 116 acres of the authorized project area will restore the project to authorized dimensions.”

The dredged material has undergone

physical, chemical and biological testing and has satisfied the criteria for ocean disposal of dredged material as specified in part 227 of the Ocean Dumping Act regulations.

The dredged material is comprised of sand and silt, and is proposed to be disposed of at the Massachusetts Bay Disposal Site, which was officially designated by EPA in 1993. An Environmental Assessment for this proposed work is being prepared and will be available for review upon request.

Fish and Wildlife Service to ensure that the proposed activity will not significantly affect any species or critical habitat designated as endangered or threatened.

The proposed work consists only of maintenance, involving previously dredged areas, and will not affect any cultural or archaeological features or resources in the area of dredging.

The dredging may have a temporary adverse effect on Essential Fish Habitat. The Corps has assessed the effects dredging

is likely to have on Essential Fish Habitat and has determined that they will be short-term and localized and that there will be no significant impacts on the designated fisheries resources. The Corps will consult with the National Marine Fisheries Service and the U.S. Fish and Wildlife Service to ensure that all impacts will be minimized.

The proposed work is being coordinated with the following federal, state and local agencies: U.S. Fish and Wildlife Service,

U.S. Environmental Protection Agency, National Marine Fisheries Service, the Massachusetts Office of Coastal Zone Management, the Massachusetts Historical Commission, and the Town of Plymouth Harbor Master.

Public comments referencing this proposed project were accepted until Dec. 23, 2004.



Aerial view of Plymouth Harbor, Mass.

The Town of Plymouth is the local sponsor for the proposed work. The last maintenance dredging was performed in 1988.

It is the Corps' preliminary determination that no threatened or endangered species occur in the dredging area. The Corps will consult with the National Marine Fisheries Service and the U.S.

New England District proposes aquatic ecosystem restoration project to restore Milford Pond

by Timothy Dugan
Public Affairs

The U.S. Army Corps of Engineers, New England District, is proposing an aquatic ecosystem restoration project to restore Milford Pond in Milford, Mass.

Milford Pond is a 120-acre pond located in Milford which has been impacted by sedimentation. The proposed federal action is to restore approximately 45 acres of Milford Pond to a maximum depth of 12 feet by hydraulically dredging up to 400,000 cubic yards of accumulated sediment and organic deposits from the pond. Only limited areas of the pond will be dredged to avoid impact to emergent wetland vegetation and potential habitat for waterfowl and wading birds, including state-listed rare species.

This work is being conducted under Section 206 of the Water Resources Development Act of 1996 which provides programmatic authority for the Corps of Engineers to carry out aquatic ecosystem restoration projects that improve environmental quality, are in the public interest, and are cost effective. The Town of Milford, Mass., is the non-federal sponsor of this project.

The ecosystem of Milford Pond has been degraded from excess sedimentation and nutrient loading which has been deposited in the pond via runoff from the urban and wooded watershed. These have created eutrophic conditions and impaired water quality. Areas of extremely dense emergent and floating leafed vegetation have continued to rapidly convert open water areas to coked aquatic habitat. Effects on the pond's ecosystem include degradation of fish habitat and a proliferation of cycles of aquatic vegetation growth and organic material

buildup.

The purpose of this proposed project is to: restore the open water aquatic ecosystem in the pond, while maintaining the existing vegetated wetlands; provide habitat for fisheries and waterfowl; and to increase recreational opportunities. Public comments on the proposal were accepted by the Corps through Jan. 5, 2005.

The hydraulic dredging process will pump the organic sediments in a slurry state to a mechanical dewatering site located north of Milford Pond on the opposite side of Dilla Street, to the east of the upgradient Louisa Lake. The dewatering site will also serve as the disposal site, although the beneficial use of the material as a soil supplement is anticipated. The period of construction is estimated to be two to three construction seasons.

Four alternatives were analyzed in detail, including the No-Action alternative. The analysis included three alternatives for deepening either the entire 120-acre pond, or portions of it; involving dredging of either 45 acres or 21 acres, to restore habitat for fish and other aquatic species and to improve the waterfowl habitat associated with the pond and adjoining wetlands.

The proposed work is being coordinated with the following federal, state and local agencies: U.S. Fish and Wildlife Service; U.S. Environmental Protection Agency; the Massachusetts Department of Environmental Protection; the Massachusetts Division of Fisheries and Wildlife, Natural Heritage and Endangered Species Program; the Massachusetts Historical Commission; the Town of Milford; and the Milford Conservation Commission.

Public comments were accepted through Jan. 5, 2005.



Milford Pond, Milford, Mass.

KeySpan seeks permit to construct new berthing, unloading structures at existing LNG facility

by Timothy Dugan
Public Affairs

KeySpan LNG, L.P., is seeking a U.S. Army Corps of Engineers permit to construct new berthing and unloading structures at its existing liquid natural gas (LNG) facility and to place a new discharge pipe and headwall in the existing riprap located seaward of the high tide line in the Providence River in Providence, Rhode Island.

The applicant proposes to install six mooring dolphins, four breasting dolphins, fendering systems, quick release hooks and capstans. The LNG terminal is located at 121 Terminal Road in Providence. The new berth will facilitate the delivery of regasified LNG to an existing pipeline network.

The project facilities are also subject to the jurisdiction of the Federal Energy Regulatory Commission (FERC) pursuant to Sections 3 and 7 of the Natural Gas Act.

The KeySpan LNG plant will be integrated into the interstate pipeline system via a 1.44 mile-long 24-inch diameter interconnect providing regional access to this new supply source.

The proposed work will be installed approximately 75 feet seaward of their existing bulkhead and just outside the Federal Channel limits of the Providence River; however, the LNG ships will be temporarily located in this channel for approximately 21 hours during offloading operations.

This project will impact approximately 7,000 square feet of Essential Fish Habitat for various species and life stages. Loss of this habitat may adversely affect these species. However, the Corps has made a preliminary determination that the site-specific adverse effect will not be substantial.

Further consultation with the National Marine Fisheries Service regarding Essential Fish Habitat conservation recommendations is being conducted and will be concluded prior to the final permit decision.

A Draft Environmental Impact Statement (EIS) for the project is currently being circulated by FERC in compliance with the requirements of the National Environmental Policy

Act (NEPA).

The Corps is participating as a cooperating agency, and this EIS will serve as the baseline document for the Corps in performing its evaluation of the public interest factors.

The Draft EIS has been placed in the public files of the FERC (Reference Docket for KeySpan LNG, L.P. Nos. CP04-223-000 and CP04-293-000 and Algonquin Gas Transmission, L.L.C. No. CP04-358-000) and is available for distribution and public inspection at: Federal Energy Regulatory Commission, Public Reference Room, 888 First Street, N.E., Room 2A, Washington, DC 20426; phone 202-502-8371.

Copies are available from the Public Reference Room. In addition, copies of the Draft EIS have been mailed to federal, state and local agencies; public interest groups; individuals and affected landowners who requested a copy of the Draft EIS; libraries; newspapers; and parties to the FERC proceeding. Additional information about the project is available from the FERC's Office of External Affairs, at 1-866-208-FERC or on the FERC internet website (www.ferc.gov) using the eLibrary link.

Click on the eLibrary link, click on "general search" and enter the docket number excluding the last three digits in the docket number field. For assistance contact FERC online support at FERCOnlineSupport@ferc.gov or toll free at 1-866-208-3676 or for TTY contact 202-502-8659.

Additionally, FERC held public hearings with Corps participation on Jan. 11, 2005 in the Roger Williams Middle School auditorium at 278 Thurbers Ave. in Providence, Rhode Island and on Jan. 12, 2005 in the Gaudet Middle School at 1113 Aquidneck Avenue in Middletown, Rhode Island.

The application for the federal permit was filed with the Corps of Engineers in compliance with Section 10 of the Rivers and Harbors Act, which provides for federal regulation of any work in, or affecting navigable waters of the United States, and Section 404 of the Clean Water Act, which regulates the discharge or fill of material in United States waters, including wetlands.

The Corps public notice can be reviewed online at the Corps website <http://www.nae.usace.army.mil>. Select Regulatory/Permitting and search by file number or state.

Public comments referencing this permit request (File # NAE-2004-259) were accepted through Jan. 10.

Dredging up the past . . .



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