



**US Army Corps
of Engineers**
New England District

Update Report for Maine



**Current as of
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BUILDING STRONG[®]

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Mission

The missions of the New England District, U.S. Army Corps of Engineers include flood risk management protection, emergency preparedness and response to natural disasters and national emergencies, environmental remediation and restoration, natural resource management, streambank and shoreline protection, navigation maintenance and improvement, support to military facilities and installations, and engineering and construction support to other government agencies. The six New England states cover 66,000 square miles, with 6,100 miles of coastline, 171 federal navigation projects (13 deep draft commercial waterways), 13 major river basins, and thousands of miles of navigable rivers and streams. The District operates and maintains 31 dams, three hurricane barriers and the Cape Cod Canal. Through its Regulatory program, the District processes nearly 2,500 applications per year for work in waters and wetlands of the six-state region. We employ about 510 professional civilian employees, with about 300 stationed at our headquarters in Concord, Mass. Other Corps of Engineers employees serve at Corps projects and offices throughout the region. For information on the New England District check the website at: www.nae.usace.army.mil/; on Facebook: [facebook.com/CorpsNewEngland](https://www.facebook.com/CorpsNewEngland); on Twitter: twitter.com/corpsnewengland; or on Flickr: www.flickr.com/photos/corpsnewengland.

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Navigation

BEALS HARBOR AND PIG ISLAND GUT (2nd CD) – The town of Beals has requested maintenance dredging. About 83,000 cubic yards of sediment will be removed from the 10-foot anchorage in Beals Harbor, and 17,000 cubic yards will be removed from the 6-foot channel and 6-foot anchorage of Pig Island Gut. Disposal will be at the previously-used Mark Island Disposal Site, about 5 miles away. Dredging will be done by mechanical means. A contract was advertised for bids Dec. 22, 2015, and bids were opened Jan. 21, 2016. The contract was awarded on April 20, 2016 to Cashman Dredging and Marine Contracting Company of Quincy, Mass. for \$3,433,015. The dredge window when work can be performed is Nov. 8, 2016 to April 8, 2017.

BLUE HILL HARBOR, BLUE HILL (2nd CD) – The Blue Hill Board of Selectmen requested the New England District initiate a study under Section 107 of the River and Harbor Act of 1960 to determine the feasibility of implementing a navigation improvement project for Blue Hill Harbor. Currently the Blue Hill Municipal Wharf is accessible only at high tide. The town requested creating a navigation channel to the wharf to serve the fishing fleet. This improvement would provide full utilization of the harbor's existing facilities for commercial fishing vessels by reducing inefficiencies and encouraging growth of the lobster industry. An initial appraisal report of Federal interest was approved by the Corps headquarters office and execution of the Feasibility

Cost Sharing Agreement (FCSA) with the town of Blue Hill is ongoing.

CAMDEN HARBOR, CAMDEN (1st CD) – The Camden Board of Selectmen requested the New England District initiate a study under Section 107 of the River and Harbor Act of 1960 to determine the feasibility of implementing a navigation improvement project for Camden Harbor. Currently the Camden Harbor contains a Federal navigation project consisting of an inner and outer anchorage. The town requested construction of breakwaters across the outer harbor to further protect the harbor from wave action and storms. This improvement potentially would provide further protection of harbor anchorages and shore facilities and allow for expansion of commercial activities. During the initial phases of this investigation, a depth survey in the vicinity of proposed breakwater locations was completed in 2012. In 2013, economic data that was requested from the town of Camden, waterfront facilities, and the commercial fishing fleet was compared with potential project costs to estimate and evaluate project cost-effectiveness. Economic justification was demonstrated by the analysis, and an initial appraisal report/Federal Interest Determination (FID) was completed in January 2016. The FID was provided to the town of Camden along with an estimate of the scope, cost, and cost-sharing requirements for a Feasibility Study. The town now has the opportunity to request that a full feasibility

study be performed and would then co-sign a Feasibility Cost Sharing Agreement with the Corps and provide a 50% match to the feasibility analysis cost.

GREAT CHEBEAGUE ISLAND (1st CD) – The town of Great Chebeague Island requested the New England District initiate a study under Section 107 of the River and Harbor Act of 1960 to determine the feasibility of implementing a navigation improvement project for Great Chebeague Island at the town's stone wharf landing. In July 2014, the initial study was completed which indicates sufficient justification to draft a plan of improvement and develop a scope of work for detailed feasibility efforts. The findings of the study were presented to the town seeking their support and approval to proceed to detailed study efforts. Commencement of the detailed study is scheduled in 2016.

PORTSMOUTH HARBOR AND PISCATAQUA RIVER, NEW HAMPSHIRE (1st CD) AND MAINE (1st CD) – This study of Portsmouth Harbor and the Piscataqua River, New Hampshire and Maine was directed by Section 437 of WRDA 2000. The non-federal sponsor is the state of New Hampshire, Pease Development Authority, Division of Ports and Harbors (PDA). The study's purpose was to determine the navigation related needs of the area and is focusing on the upper turning basin in the river near Newington, N.H. The current 800-foot width of the turning basin causes major safety concerns for shippers and limits the efficiency of shipping operations, particularly for large LPG tankers. A final Feasibility Report and Environmental Assessment were prepared in July 2014. The Civil Works Review Board acted favorably on the project in August 2014. The Chief of Engineers report was signed Feb. 8, 2015, and the recommended plan was submitted to Congress on June 15, 2015.

The Corps and the PDA entered the Planning, Engineering, and Design (PED) phase of the project with the execution of a Design Agreement on Nov. 13, 2015. Federal and Sponsor funds have been received and design phase work is underway. Key efforts in the design phase include subsurface investigations to confirm dredge material types and quantities, and final determination of dredged material disposal and beneficial use options. Congress must authorize the project, and additional Federal and state funds must be appropriated before construction can begin.

PORTSMOUTH HARBOR AND PISCATAQUA RIVER, NEW HAMPSHIRE (1st CD) AND MAINE (1st CD) – Maintenance dredging of the back channels portion of the Portsmouth Harbor and Piscataqua River FNP (commonly called "Sagamore Creek") is needed to restore the project to authorized dimensions and alleviate shoal conditions that are impacting safe navigation through the channels. There is one 4,000 cubic yard shoal located at the confluence of the three back channels that is particularly hazardous to navigation. The Corps is working to award a contract in 2016, with dredging of that one shoal to take place in 2017. The remaining shoaling in the Back Channels will be removed under a separate contract when funds become available.

SACO RIVER AND CAMP ELLIS BEACH, SACO (1st CD) – The New England District, in response to a request from the city of Saco and state of Maine, is undertaking a study under the authority of Section 111 of the River and Harbor Act of 1968 to find a remedy to the ongoing erosion of Camp Ellis Beach. The Corps meets periodically with state and city officials and local interests to discuss ongoing computer modeling efforts being conducted by the Woods Hole Group (WHG) under contract to the Corps. The models are examining effects of coastal structures on wave climate, currents and erosion. Initial modeling and evaluation of alternatives determined that a spur jetty, an offshore breakwater, a combination of the spur jetty and breakwater, or T-head groins offered the best protection. However, with identification of soft clay under a large portion of the study area, the offshore breakwater was not feasible and additional breakwater alignments situated closer to shore were evaluated. Additional subsurface investigations were completed in 2005, and the results were used to develop and model additional alternatives. The results of these efforts were provided to the sponsor, state and public in January 2006. These efforts indicated that a plan involving a 750-foot long spur jetty and periodic beachfill was the optimal Federal plan. Local interests prefer a plan for a 500-foot spur jetty and two or more nearshore breakwaters that require less frequent periodic beachfill. Modeling of this locally preferred plan has been completed and has been reviewed by the city and the state. As this project will exceed the \$5 million statutory cap under Section 111 authority, Congress provided specific authority in the Water Resources Development Act of 2007 to exceed this limitation. This Act authorized a maximum Federal expenditure of \$26,900,000 for work under Section 111 at Camp Ellis.

Ongoing activities will include completion of design efforts, and preparation of a decision document and environmental assessment (EA). The Draft Feasibility Study/Environmental Assessment (FS/EA) was released on April 26, 2013 for public comment. They are available for review at: www.nae.usace.army.mil/Missions/ProjectsTopics/CampEllis.aspx.

Once environmental approvals are secured for the final proposal, and Congressional funding for the project is received, then preparation of plans and specifications would be completed. A construction contract would then be sought in the subsequent two to three fiscal years. The last effort under this project will include beach nourishment of Camp Ellis Beach.

SEARSPORT HARBOR (2nd CD) – A Congressional Resolution passed in July 2000 at the request of the Maine Department of Transportation (MEDOT) called for a study of Searsport Harbor with a view towards deepening the existing 35-foot deep channel in support of port activities at the state and private terminal facilities at Mack Point. The Reconnaissance Study was completed in September 2004. A feasibility cost-sharing agreement was executed with the Maine DOT in December 2005. The feasibility study is cost-shared 50 percent federal and 50 percent nonfederal. Preparation of the draft feasibility report including project costs, economic benefits and environmental assessment

was completed in 2012. The USACE issued a public notice on April 5, 2013, inviting comment on the Draft Feasibility Report and Environmental Assessment, and the comment period closed on May 6, 2013. USACE is reviewing and assessing all comments received and will address all concerns raised by the public as part of our National Environmental Policy Act (NEPA) review of this project. USACE provided a Water Quality Certification

and CZM consistency determination package to MEDEP for the proposed project in April 2015. It was accepted by MEDEP in May 2015. Subsequently, the Corps withdrew the application on Sept. 8, 2015. We plan to use the additional time to determine the next steps to study the project further. Presentations from past public meetings and study reports are available for review on the project website at: www.nae.usace.army.mil/Missions/ProjectsTopics/Searsport.aspx.

Ecological Restoration

PLEASANT RIVER SALT MARSH RESTORATION (2nd CD) – The New England District is working with the Maine Department of Transportation (MEDOT) to restore up to 250 acres of salt marsh on the West Branch of the Pleasant River under the Section 206, Aquatic Ecosystem Restoration Program. The existing culverts under Ridge Road restrict

tidal exchange to this former estuarine habitat. New England District received funds in 2010 to begin the feasibility study. The Corps and the MEDOT executed a Feasibility Cost Sharing Agreement in August 2011. Work on the feasibility study is ongoing.

Special Studies

MAINE HYDRAULIC STRUCTURES FAILURE ANALYSIS (1st & 2nd CDs) – The Maine State Planning Office has asked the New England District, working with the Maine Stream Crossing Working Group, to conduct an analysis that provides communities with information needed to identify road culverts that will be threatened in extreme weather events. By increasing public awareness at the local level and encouraging preemptive mitigation efforts this project will reduce flood risk caused by undersized structures. Maine applied for and was awarded pilot project funds from the Silver Jackets Program in September 2011 to conduct this study. More than 600 stream crossings in 5 coastal counties (Sagadahoc, Knox, Lincoln, Waldo and Kennebec) were analyzed. The results of the study were provided to the state of Maine in August 2012.

and Meduxnekeag River Association scientists, conducted fish habitat assessments in the fall of 2014 and 2015. We are at the end of our non-Federal funds. Work is suspended until additional funds are acquired.

MEDUXNEKEAG RIVER (2nd CD) – The Houlton Band of Maliseet Indians (HBMI) requested that the Corps of Engineers assist the Tribe with aquatic ecosystem restoration or large scale watershed management planning. The Corps prepared a reconnaissance (section 905(b)) report describing opportunities to assist the Tribe. The report was approved by the Corps' North Atlantic Division (NAD). The Tribe and the Corps executed a cost sharing agreement for a watershed management plan for the Meduxnekeag River watershed on March 19, 2014. The Corps, together with the Houlton Band of Maliseets, Maliseet First Nation

PENOBSCOT RIVER, INDIAN ISLAND STUDY (2nd CD) – The Penobscots have requested that the Corps of Engineers assist the Tribe with potential projects including shoreline erosion, flood risk management and ecosystem restoration efforts at Indian Island, Maine. The Corps reviewed the problems and opportunities identified by the Tribe to determine whether there is a project that might be considered for a feasibility study under the Corps Tribal Partnership Program or under another Corps program. The findings of the reconnaissance study are summarized in a report and the report was provided to the Tribe in May 2012. Three potential projects were identified in the reconnaissance study. The Tribe submitted a letter of intent to partner on the proposed feasibility study for the projects in July 2012. The Reconnaissance Report was approved by the Corps Division Office in October 2012. Feasibility studies are cost-shared 50% Federal and 50% non-Federal. The Project Management Plan including the scope and cost for the feasibility study were provided to the Tribe in July 2014. The Tribe is considering if they wish to proceed with the cost-shared Feasibility Study. If the Tribe does not wish to proceed the study will be closed out in 2016.

Support to the U.S. Environmental Protection Agency (EPA)

SUPERFUND ASSISTANCE – The New England District provides support to the U.S. Environmental Protection Agency (EPA) Region I's (New England) Superfund program. This includes responsibility for site investigations, design work, construction execution, and some operation and maintenance at Federal lead sites when our support is requested. In addition, the District provides other technical

assistance (5-year reviews, real estate support, etc.) at removal and national priority list sites being addressed by EPA Region I. During the past few years, we have provided support to EPA on projects in **Acton (1st CD)**, **Lewiston (2nd CD)**, **Saco (1st CD)**, **Meddybemps (2nd CD)**, **South Hope (1st CD)** and **Corinna (2nd CD)**.

Regulatory Program

STATUS OF PROGRAM – Department of the Army permits are required from the Corps under Section 10 of the Rivers and Harbors Act of 1899, Section 404 of the Clean Water Act, and Section 103 of the Marine Protection, Research and Sanctuaries Act. The Corps reviews permit applications for work affecting navigable waters under its Section 10 authority and the discharge of fill material into all waters, including inland wetlands, under Section 404. A list of Monthly General and Individual Permit Authorizations is provided at www.nae.usace.army.mil/Missions/Regulatory/PermitsIssued.aspx. Relevant environmental documents are available upon written request.

For information about Corps jurisdiction of wetlands and whether a permit is required for your work contact the Regulatory Division at 978-318-8338 or 978-318-8335 or by email to cenae-r@usace.army.mil or visit the website at: www.nae.usace.army.mil/Missions/Regulatory.aspx.

GENERAL PERMITS – The District has comprehensive Regional General Permits (RGPs) in place for each of the six New England states that authorize work with no more than minimal adverse effect on the aquatic environment. Up to 98 percent of all permits issued in New England are RGPs. Work eligible under the RGPs is generally approved in less than 60 days. The current Maine RGP is available at: www.nae.usace.army.mil/Missions/Regulatory/StateGeneralPermits.aspx.

The Maine General Permit expired on Oct. 12, 2015. Coordination to replace and revise the Maine GP was initiated on April 15, 2015 with the issuance of a public notice and draft document. The public comment period ended June 1, 2015. Coordination with federal and state partners and any commenting public continued over the summer. A revised GP was issued Oct. 13, 2015 and expires on Oct. 13, 2020.

AQUACULTURE (1st & 2nd CDs) – Aquaculture has been present within the coastal waters of Maine since the 1800s. The first official aquaculture lease was issued by the Maine Department of Marine Resources in 1973. That farm was established for the purpose of cultivating salmonids and blue mussels. Although finfish culture was unsuccessful, warm water temperatures and high productivity made the Damariscotta River an ideal site for growing shellfish. In the 1980s mussel and oyster aquaculture underwent a period of tremendous growth and expansion and continues to this day statewide.

Mussel farming now spans the coast from Casco Bay east to the Jonesport area. Although cultured in estuarine waters along the coast, the Damariscotta River continues to be the premier location for oyster farming in Maine. Clams, scallops and urchins also are cultivated, on a smaller scale, in various locations in the state. New to the aquaculture industry in Maine, seaweed culture has established itself in several locations in Casco Bay and Maine seaweed is being actively marketed in restaurants, schools, and healthcare facilities

for its numerous reported health benefits.

The development of finfish aquaculture lagged behind shellfish by 10 years or more. In the early 1970s coho salmon and rainbow trout were being raised in floating pens within the Wiscasset River and on Vinalhaven Island. In 1984, Ocean Products, Inc. established farms in the cold waters of Cobscook Bay at Eastport. Since then, Atlantic salmon farming has spread west to the Blue Hill Bay region. Salmon aquaculture in Maine is second only to Maine's lobster industry in terms of economic return. The industry has undergone major restructuring for a variety of reasons. There is currently only one company controlling four hatcheries and 29 finfish leases totaling 580.33 acres. Only 9 of these farm sites were active in 2010, reporting an overall harvest of nearly 25 million pounds at an estimated value in excess of \$73 million. This is down from 28 sites reporting a harvest of over 36 million pounds in 2000. Indirect spending (supply chain) and the high number of jobs created within the industry and its suppliers contribute greatly to the tax revenues of the state. The bulk of this economic activity occurs in an economically depressed region of the state.

The Corps has been actively involved with this dynamic industry since at least the mid-1980s. Working with state and Federal partners and the industry, we developed a joint application and siting guidelines and continue to work cooperatively with those partners on issues such as endangered species consultation, regulatory streamlining, containment, finfish marking and genetics, seabird interaction, bay management, minimizing navigational impacts, and improving public awareness. The majority of permit applications for aquaculture projects in Maine become eligible for the Maine GP, thereby reducing regulatory burdens on the industry.

HARBOR MANAGEMENT (1st & 2nd CDs) – The Maine Project Office and District staff continue to work closely with the state's harbor masters in the area of harbor management. The Corps is an annual presenter at the Maine Harbor Masters' Association annual training at Castine. We are working actively with a number of communities which sponsor federal navigation projects to bring them into compliance, thereby facilitating continued federal maintenance. We also routinely provide advice on harbor ordinances, mooring issues, and user conflicts and assist the U.S. Coast Guard in related outreach efforts. The 2016 training was conducted March 9-11 at the Maine Maritime Academy in Castine, Maine.

LIQUEFIED NATURAL GAS (LNG) FACILITIES (2nd CD) – At one time there were three active proposals for developing an LNG terminal in eastern Maine, specifically at Calais, Robbinston and Pleasant Point (Eastport). The Federal Energy Regulatory Commission (FERC) was the lead Federal agency under the National Environmental Policy Act (NEPA). The Corps was a cooperating agency to the FERC Environmental Impact Statement (EIS) processes. Each proponent anticipated 1-2 years worth of permitting

and up to 3 years of construction. Issues were wide ranging and included environmental, navigational and public safety factors. The Canadian government was focusing on these same issues in light of the fact that LNG vessel transit routes to Maine pass through Canadian waters. Two of the proposals are no longer active. In May 2014, FERC issued a Final Environmental Impact Statement for the proposal in Robbinston. The proponent is currently considering adding export capability to the proposal. This will require supplemental FERC analysis and environmental review. A FERC public scoping meeting was held Oct. 22, 2014 in Robinston. Resource reports are presently being produced by the applicant, but in October 2015 they requested a temporary abeyance in their FERC process. Any timetable for submitting permit applications to the state of Maine and the Corps is uncertain at this time.

MAINE IN-LIEU FEE PROGRAM (1st & 2nd CDs) – The Regulatory Division worked with the Maine Department of Environmental Protection (MEDEP) and the Maine Office of The Nature Conservancy (TNC) to develop an agreement for use of a program to provide an alternative to permittee-responsible mitigation when the Corps requires mitigation. The In-Lieu Fee (ILF) Agreement utilizes Maine’s “Natural Resource Mitigation Fund” to provide this. Site-specific mitigation for many permitted projects has had limited ecological value due to their size, location, and/or permittee’s ability to provide appropriate stewardship. The ILF program provides applicants an efficient and workable alternative of paying a fee, if the District, in consultation with the federal resource agencies, agrees it is the best alternative, taking into account the Mitigation Rule issued by the Corps and EPA in April 2008. This Rule provides a ‘soft’ preference for mitigation banking and ILF programs over permittee-responsible mitigation. The fees collected through the ILF program are aggregated by bioregion within the state of Maine and must be used within a specified time period to restore, create, and enhance aquatic resources and/or preserve aquatic resources and their associated uplands. The original Maine In-Lieu Fee Agreement was signed on Jan. 31, 2008. MEDEP, with the assistance of their program administrator, TNC, developed a revised ILF instrument that complies with the Mitigation Rule. It was signed by MEDEP and the Corps and became effective on Sept. 21, 2011.

The program has now gone through seven granting cycles. In December 2015, \$0.9 million was granted to eight projects located in two service areas: Central Interior and Midcoast and Southern Maine. Since the start of the project, approximately \$14 million has been granted to 81 projects throughout the state. *The eighth granting cycle is underway with full applications due in September 2016. Decisions on funding of 2016 projects will be made in the fall.*

Details on the program, all the approved projects, and permits using the program, are available at geo.usace.army.mil/ribits/index.html. Additional information is available at www.nature.org/ourinitiatives/regions/northamerica/unitedstates/maine/explore/mnrpc.xml.

MAINE DOT UMBRELLA MITIGATION BANK (1st & 2nd

CDs) – The Maine Department of Transportation (Maine DOT) has established an Umbrella Mitigation Bank with a site on Sears Island as the first proposed deposit into the bank. The Maine Umbrella Mitigation Banking Agreement (MUMBI) was signed by both Maine DOT and the Corps on Aug. 24, 2011. On Aug. 1, 2013, Maine DOT submitted a prospectus for a second site proposed for addition to the bank: Sherman Marsh in Newcastle. After review by the Interagency Review Team for completeness, a public notice was issued on Aug. 20, 2013. On June 6, 2016, Maine DOT held a public meeting to discuss their efforts to secure buffers on all privately owned parcels abutting the marsh.

MAINE VP SAMP (1st & 2nd CDs) – The University of Maine developed a proposed Maine Vernal Pool Special Area Management Plan (VP SAMP) in partnership with the Regulatory Division of the New England District; the Maine Departments of Inland Fisheries and Wildlife, Environmental Protection, and Agriculture, Conservation and Forestry; the U.S. Fish and Wildlife Service; the U.S. Environmental Protection Agency; the Maine towns of Orono and Topsham; and representatives of the real estate, development, and land trust communities. The VP SAMP is an alternate mitigation mechanism to address anticipated permitting and compensatory mitigation needs to improve the long-term management of vernal pools.

The Maine VP SAMP will improve the agencies’ capacity to protect the natural resource functions and values of vernal pools at a landscape scale while supporting municipal goals for growth. The Maine VP SAMP supports municipal growth by allowing vernal pool impacts in municipally Designated Growth Areas (DGAs) in exchange for conservation activities in municipally identified Rural Areas. The Maine VP SAMP promotes the meaningful conservation of vernal pools and surrounding habitat by applying landscape level conservation principles and assessment criteria to identify high value conservation targets in Rural Areas.

Public comment on the Maine VP SAMP was solicited via a March 8, 2016 Public Notice and through a May 12, 2016 Public Informational Meeting. Comments received are being reviewed and addressed as appropriate. The VP SAMP protocol will need to be signed by the District Engineer and Maine DEP. Municipalities interested in using the VP SAMP must meet specified requirements and then must sign the VP SAMP along with the Corps and Maine DEP. The towns of Topsham and Orono would be the first communities to implement this novel approach but the Plan is intended to be available to towns statewide.

PUBLIC OUTREACH (1st & 2nd CDs) – In addition to ongoing coordination with Maine’s harbormasters, the Maine Project Office staff participates in numerous public outreach sessions. These include but are not limited to university career days, the Maine Fishermen’s Forum, the Rockland Lobster Festival, Nation-to-Nation Tribal Outreach, regional/state dredging committee meetings, numerous public meetings and hearings, and local/regional transportation planning committee meetings. A number of these are in support of other divisions or branches within

New England District. In FY 2015, MPO staff participated in the following outreach: Maine Audubon Society's Stream Smart Road Crossing Workshops; the Maine Fisherman's Forum; the Maine Harbormaster Association Training; Maine DMR aquaculture stakeholder outreach; the Maine Association of Wetland Scientists Annual Meeting; and the Maine Association of Professional Soil Scientists Annual Field Workshop. Similar workshops with these groups are scheduled for 2016.

STREAM CONNECTIVITY RESTORATION ACTIVITIES

(1st & 2nd CDs) – Over the last 200 years, Maine's history of dams, log drives, stream channelization, sedimentation and poorly constructed road-stream crossings have altered and eliminated access to important Atlantic salmon habitat (NMFS 2005). Since 2009, Atlantic salmon and its Critical Habitat in Maine have been listed under the federal Endangered Species Act (ESA). The Maine Project Office in partnership with FEMA, the U.S. Fish & Wildlife Service, and the U.S. Forest Service are actively coordinating in the development of an Atlantic salmon habitat conservation plan focusing on Stream Simulation design road-stream crossings to restore stream connectivity within the state of Maine. The Corps and FEMA are required to consult with the Service on any federal action that may affect listed species or critical habitat pursuant to Section 7 of the ESA. Traditionally, this consultation can delay Corps permitting and FEMA actions. The ongoing interagency coordination will result in a programmatic approach to Section 7 consultation, specific to stream connectivity restoration projects, thereby substantially reducing the consultation timeline and subsequent permitting and FEMA funding processes. This programmatic approach will provide the Corps and FEMA with a consistent methodology and appropriate criteria for implementing, documenting, evaluating, and monitoring stream connectivity restoration activities in a manner that

is consistent with the long-term conservation needs of the species. In addition, this approach facilitates ESA section 7 consultation with FWS, providing information of sufficient detail and quality to support the appropriate FWS analysis and help streamline efforts that lead toward the attainment of Atlantic salmon habitat/stream connectivity goals. Although this effort focuses on Atlantic salmon, improvements to habitat connectivity will greatly benefit other aquatic organisms too.

TIDAL POWER (2nd CD)

– The Bay of Fundy, located on the border between eastern Maine and Canada, is one of the most robust tidal energy resources in the world. Each day, a reported 100 billion tons of water flow in and out of this bay and contribute to a tidal range of up to 50 feet. At its mouth, off of Eastport and Lubec, Maine, Ocean Renewable Power Company (ORPC) is operating the first commercial, grid-connected tidal power system in the country, also the first ocean energy project to be delivering power to the public grid anywhere in the U.S. and all of the Americas. In the same region of the state there were two entities interested in harnessing these same tidal forces by installing tidal barrages at Pembroke and Pleasant Point (Eastport). A tidal barrage is a dam-like structure with integral sluice gates and turbines that are capable of producing hydroelectric power on both incoming and outgoing tides. Like for LNG proposals, FERC plays a lead role in reviewing tidal power projects. ORPC's existing installation has been approved by FERC and the Corps. Interagency coordination continues for their future plans for expansion. Public and interagency stakeholder meetings have been held in the past at both Eastport and Pembroke. FERC has ceased further processing on both applications. Any timetable for submitting permit applications to the state of Maine and the Corps is uncertain at this time.

Interagency and International Support

DHS LAND PORT OF ENTRY – The Department of Homeland Security (DHS), Customs and Border Protection (CBP), through the Engineering and Construction Support Center (ECSO) located at the Corps' Fort Worth District, in Fort Worth, Texas, tasked the New England District to provide a Land Port of Entry in Forest City, Maine. The Corps design-build contractor, Overland Corporation, substantially completed construction of the Port in December of 2012 and CBP is currently fully operational from the new building. The total cost for the design and the construction of this facility was approximately \$5.6 million. Warranty work continued at the project for approximately 1 year from the date of CBP occupancy at which time the Corps mission for this project was completed.

help prevent and resolve disputes relating to the use and quality of boundary waters and to advise Canada and the United States on related questions. The IJC carries out their mission in part through local Boards established across the U.S./Canadian Boundary.

INTERNATIONAL JOINT COMMISSION AND INTERNATIONAL ST. CROIX RIVER WATERSHED BOARD

– The International Joint Commission (IJC) is an independent bi-national organization established by the Boundary Waters Treaty in 1909 with the purpose to

The St. Croix River forms a boundary between New Brunswick, Canada and northeastern Maine. The Corps' New England District Commander is a co-chair of the Board, along with a Canadian co-chair. The Board's mandate is to proactively assist the Commission in preventing and resolving disputes regarding the boundary waters of the St. Croix River, to monitor the ecological health of the St. Croix River boundary waters aquatic ecosystem, and to ensure compliance with the Commission's Orders of Approval for structures in the St. Croix River.

The Board prepares an annual report to the IJC. These annual reports and additional information on the IJC and the Board are available at the IJC website: www.ijc.org/conseil

board/st_croix_river/en/stcroix_home_accueil.htm. A public meeting was held on June 14, 2016 in Calais, Maine.

SUPPORT TO THE U.S. DEPARTMENT OF VETERANS AFFAIRS – The New England District has teamed up with a sister federal agency in an effort to improve the care Soldiers are receiving at military hospitals. The U.S. Department of Veterans Affairs (VA) and the Corps of Engineers entered into an interagency agreement in 2001 for the goods and services the Corps may provide to the VA when needed.

These include project management, design services, construction management services, environmental services, preliminary technical investigations, surveying, and historical presentation compliance at VA facilities.

In 2008, the VA started exercising its agreement with the Corps in New England and NAE is now supporting the VA with services at several VA facilities in New England. Current or recent VA projects are located in Massachusetts, Rhode Island and Connecticut.

Conservation and Environmental Enhancement

DEFENSE ENVIRONMENTAL RESTORATION PROGRAM (DERP) – This Congressionally directed program (PL 98-212) provides for an expanded effort in environmental restoration. It emphasizes the identification, investigation and cleanup of hazardous and toxic waste; unexploded ordnance; and unsafe buildings, structures and debris at current and former military facilities. One hundred and eighty-one formerly used defense sites have been identified in Maine. Site and project eligibility investigations at 180 sites are now complete, including 92 where no work was found to be necessary. The remaining site, which will be scheduled for investigation in the future when funds become available, is Area Mike Bombing Range, **North Berwick (1st CD)**. Of the 88 sites where work was needed, the following efforts are underway.

A meeting with the MEDEP regarding the former **Dow Military Airfield (2nd CD)** (located at the Bangor International Airport) concluded that the project should focus on investigating the two former underground storage tank (UST) sites nos. 1 and 2 (UST 1 & 2) and at a drum dump within the previously identified Fire Training Site. The projects involve both petroleum and trichloroethene contamination that remains following the removal of the tanks in the early 1990s. This contamination does not appear to pose a significant human health risk. The site was beneficially used by the airport; consequently, they are a potential responsible party (PRP). Internal USACE legal and programmatic discussion is on-going regarding DoD liability and USACE position on future work at the two UST sites. A contract was awarded to Avatar Environmental in June 2011 to conduct a Remedial Investigation (RI) at the Dow Former UST Sites 1 & 2. The RI Workplans were finalized in October 2012. In June 2014, USACE received a letter from MEDEP indicating that no further DOD action is required at the UST Site 1. Avatar Environmental has revised their Workplans accordingly, and completed field work at UST Site 2 in September 2014.

The summary of results report has been reviewed by the Maine Department of Environmental Protection (MEDEP). Additional investigations *for a limited subsurface investigation will be completed in the fall of 2016.*

The remaining areas identified (e.g., fire training area, salvage yard, landfill, dump sites, fuel filter/drum/TCE areas,

and other debris sites) have been evaluated by USACE based on a site reconnaissance visit and document review to determine if they are FUDS HTRW or PRP projects.

A revised inventory Project Report (INPR) was signed in May 2015. Two projects (Fuel Filters/Drum/TCE Disposal Areas and Salvage Yard) were identified as HTRW projects (without PRP issues). USACE will re-engage investigations in these areas in 2016.

The **NIKE LO-13 (Launch and Control sites), Caswell; Loring AFB Comm Annex #2, Perham; Loring AFB Laundry Annex, Presque Isle**; are undergoing a Remedial Investigation by the Corps contractor, Credere, LLC, in order to close out these sites under a No Further Action (NFA) determination. Historical analytical data from these sites have recently been reviewed and data gaps identified by Credere, LLC. To develop a Proposed Plan/Decision Document and pursue the NFA, additional soil and groundwater samples are required to fulfill the Risk Assessment (RA) analysis. Limited field activities planned for fall 2016 include soil borings and soil sampling at the NIKE LO-13 Launch site and the Loring AFB Laundry Annex. Soil borings and soil samples as well as the installation of temporary groundwater monitoring wells and collection of groundwater samples will be performed at NIKE LO-13 Control site in June 2017. No additional soil or groundwater sampling for the RA is required for the Loring AFB Comm Annex #2 site. The LO-58 Caribou, Remedial Investigation/Feasibility Report has had outstanding review comments addressed by the Corps contractor, Avatar Environmental, and the report is expected to be finalized in 2016. A Proposed Plan/Decision Document will be developed that will support Long Term Monitoring (LTM) of select wells. One drinking water supply well at the Adult Multiple Alternative Center (AMAC) will continue to have a Granulated Activated Carbon (GAC) system in place to remove trichloroethylene (TCE) and other volatiles and be changed out on a yearly basis. These 5 Maine sites are all in the 2nd congressional district.

For the **Bucks Harbor Former Air Force Radar Tracking Station and Former Ground/Air Transmitter/Receiver (GATR) Site (2nd CD)** in Machiasport, Maine, the project includes investigation at three separate sites. These sites are the **Howard Mountain**, the **Miller Mountain** and the

Transmitter sites. This separation of sites is based on the different geology, groundwater chemistry and TCE sources at each location. This effort will facilitate the selection and design of a long-term solution for the **Air Force Radar Tracking Station** in Bucks Harbor.

The Corps has developed a Proposed Plan for the Site and completed a Proposed Plan public meeting on May 5, 2016. The recommended alternative will include long term groundwater monitoring, monitored natural attenuation, well head treatment (or connection to an alternate water supply) for impacted residents, and institutional controls. The recommended alternative will include the provision for providing an alternate water supply for the five (5) affected residents in the Howard Mountain vicinity. The Corps will be responsible for maintaining the water line from the Downeast Correctional Facility (DCF) water supply. A Memorandum of Agreement between all parties involved in provision of the alternate water supply has been drafted.

The on-going groundwater-monitoring program includes sampling and testing of water samples from residential drinking water wells and monitoring wells. Additionally, USACE has performed vapor intrusion investigations at occupied DCF and Federal Aviation Administration (FAA) buildings and residential properties at the site. The results of these investigations concluded that there is currently no risk to the building occupants due to vapor intrusion of contaminants from the groundwater media to the indoor air. *The Decision Document for the site is underway.*

The Corps has completed a remedial investigation/feasibility study to evaluate trichloroethylene (TCE) contamination at the former **Air Force Ground/Air Transmitter Station in Glenburn (2nd CD)**. TCE concentrations have been detected in the groundwater in the general area surrounding the site.

The Proposed Plan public meeting occurred in August 2014, with a public comment period extending from Aug. 4 to Sept. 8, 2014. The site Decision Document was signed by USACE Headquarters in February 2016. The selected

remedy includes monitored natural attenuation, long term groundwater sampling, indoor air analysis, and land use controls. The Corps currently is working on implementation of the selected remedy components (including on-going vapor intrusion investigations and installation of a bedrock monitoring well).

CONSTRUCTION – Work at the former **Naval Fuel Depot, Long Island (1st CD)** is complete. A site closure letter has been received from the Maine Department of Environmental Protection (MEDEP).

In the past number of years, dating back to the program's start in the mid-1980s, work has been completed at:

First District

Great Diamond Island, **Portland**
Thompson's Point, **Thompson**
Peak's Island, **Portland**
Forts McClary and Foster, **Kittery**
Jewell and Peaks Islands, **Portland**
Fort Baldwin Military Reservation, **Phippsburg**
Gerrish Island Fire Control Station, **Kittery**
Merriam Point Fire Control Station, **Portland**
Fort Preble, **South Portland**
Former Fuel Depot, **Long Island (Portland)**
Cape Elizabeth Fire Control Station
Fort Levett on **Cushing Island**
Fort Preble in **South Portland**
Former Fuel Depot, **Long Island**

Second District

Dow Military Air Field, **Bangor**
Charleston Air Force Station
Bangor Ammunition Storage Annex
Former **Presque Isle** Air Force Base
Former **Caswell** Air Force Base
Loring Air Force Base Outer Marker Annex, **Fort Fairfield**
Laundry Annex, **Presque Isle**
Communications Annex, **Perham**
Nike Site LO-31, **Limestone**
Nike Site LO-58, **Caribou**
Nike Site LO-85, **Connor**
Nike Site LO-13, **Caswell**
Presque Isle Air Force Base, **Presque Isle**
Air Force Radar Tracking Station, **Bucks Harbor**

