

DREDGING AND DREDGE MATERIAL MANAGEMENT

Great Lakes Dredging Team Meeting
29-30 April 2026
Portage, IN

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Deputy Chief, Operations Division
Lakes and Rivers Division



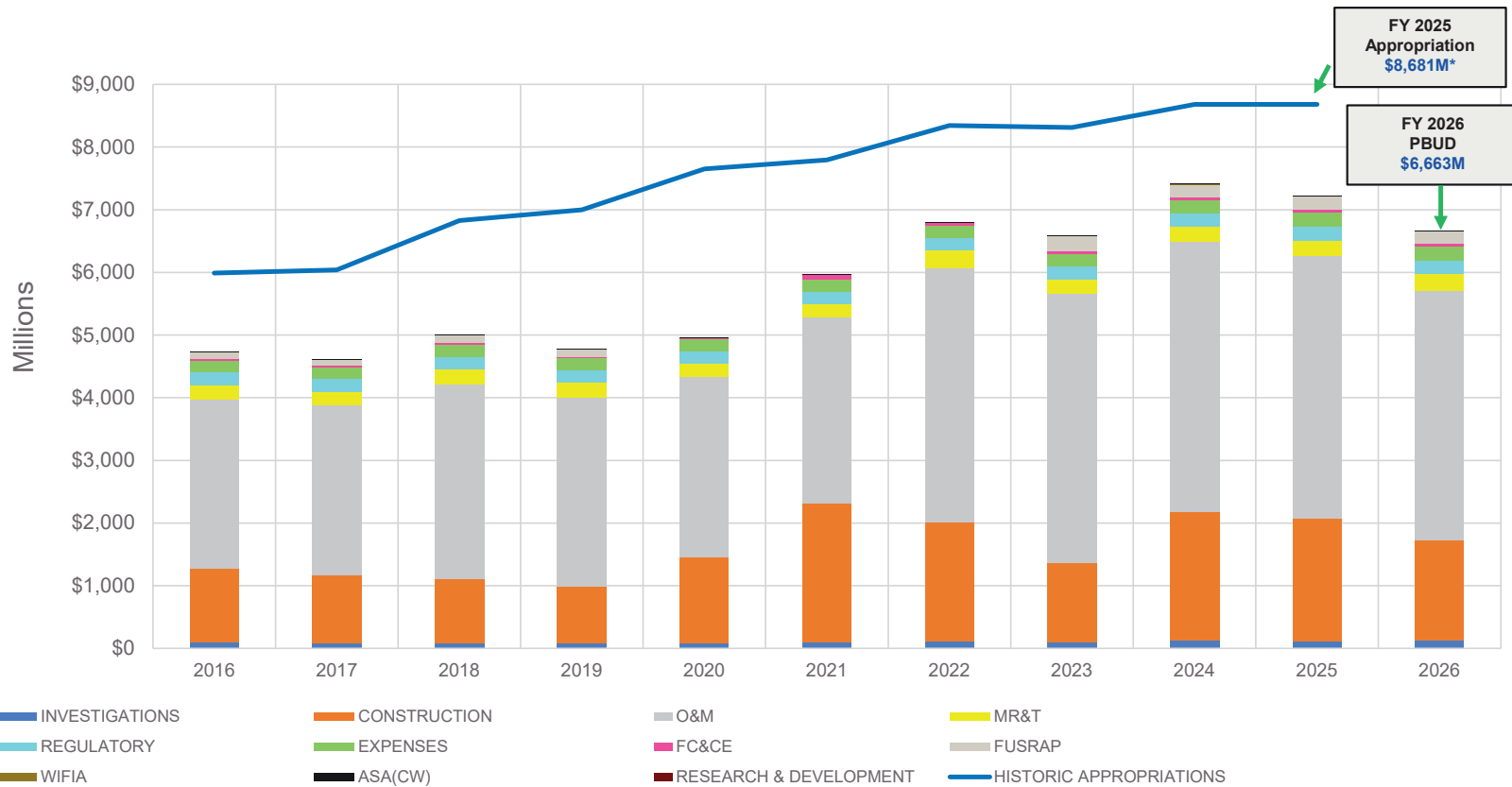
U.S. ARMY



US Army Corps
of Engineers®



CIVIL WORKS INVESTMENT TRENDS (EXCLUDES SUPPLEMENTAL FUNDING)

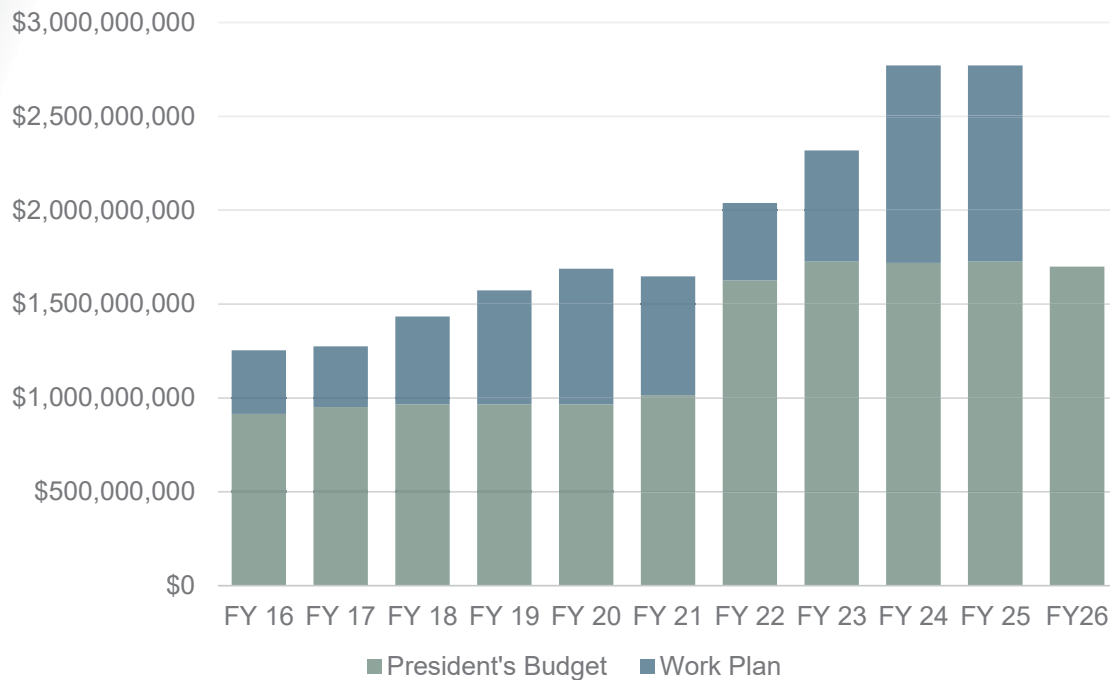


FY25 Appropriation is 16% increase over FY25 Budget
FY26 Budget is 30% decrease from FY25 Appropriation
 *Total before applying the applicable recission



HARBOR MAINTENANCE TRUST FUND

HMTF Allocation Trends



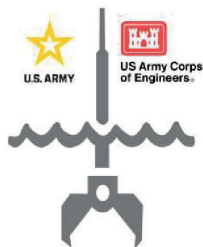
End of FY25 Balance ~\$10B

FY24 bill directed \$2.77B in funding,
 FY25 bill directed \$2.77B
 FY 26 bill directs \$3.433B

With the exception of a minor dip in FY 20 collections have remained at about \$1.5B/year

The additional HMTF investments have allowed us to:

- maintain further into the portfolio those low use projects
- address breakwater and jetty maintenance
- consider advanced maintenance activities at critical harbors



USACE Dredging Program

USACE is responsible for maintaining & improving...

12,000 MILES
INLAND & INTRACOASTAL
WATERWAYS

13,000 MILES
COASTAL WATERWAYS

400 PORTS,
HARBORS &
TURNING BASINS

Maintaining our Federal channels and waterways is essential for strengthening the economy, creating jobs, reducing risks, and bolstering our global competitiveness and national security.

HISTORIC FACTS

\$1.8 BILLION
Average Annual Budget
(2014-2024)

230 MCY
Average Annual Millions
of Cubic Yards (MCY)
Dredged (2014-2024)

233.6 MCY
Material Removed from
USACE Constructed &
Maintained Channels in
FY2024 (MCY)

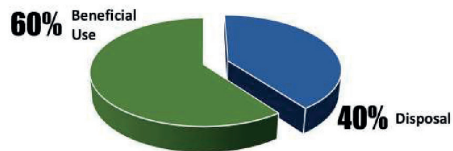
\$2.5 BILLION
Cost to remove
dredge material FY2024

2025.08.09

BENEFICIAL USE

From FY98 to FY21, USACE averaged roughly 30% beneficial use. The current goal is to increase and sustain 70% beneficial use.

Based on available data from FY22 through July 2025:



Disposal - Sediment is removed from the system or discharged where it has no demonstrable value

Beneficial Use (BU)- Placement for direct positive and productive uses (e.g. aquatic habitats, beach nourishment, commercial applications)

DREDGING CONTRACTS (STATS FY2024)

112 TOTAL CONTRACTS
280 BIDS RECEIVED
45 COMPANIES AWARDED
82% (192 MCY)
REMOVED BY PRIVATE
CONTRACTORS FY2024

FY2024 AVERAGE COST PER CUBIC YARD

\$8.85 Maintenance

\$19 New Construction

Visit our Navigation Mission Explorer at <http://www.usace.army.mil/Missions/Civil-Works/Navigation/>

Types of Dredge Vessels

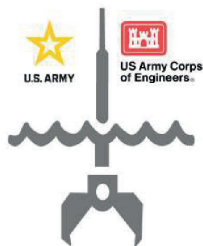


Pipeline dredge involves a dredge that floats on the water and pumps the material through a temporary pipeline to an off-site location, often several thousand feet away.

Mechanical dredge involves the use of an excavator or another type of heavy equipment – usually situated on a barge or on the water's edge – to dig out the bed of the body of water and remove the sediment.



Hopper dredge is a self-propelled seagoing ship equipped with a suction pipe, which trails over the side of the vessel through a well in the hull. The suction pipe hydraulically discharges the material into a hopper or, in the case of a side casting dredge, over the side of the vessel. The hopper dredge transports material to a placement site for open water disposal or pump out the upland, beach, or other beneficial use.



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USACE Dredging

- U.S. Army Corps of Engineers (USACE) typically awards over 100 contracts annually, dredging approximately 230-240 million cubic yards per year to maintain navigation channels and support coastal storm risk reduction
- USACE evaluates dredged material in compliance with applicable federal and state requirements.
- Less than 10% of material dredged annually requires special handling based on applicable environmental regulations
- Currently there are no Federal regulations regarding PFAS in sediment, therefore impacts to the dredging program have been minimal to date.



HQ DREDGING IMPROVEMENT ACT

- Enhanced Project Scheduling – Prioritize and sequence projects better across districts/divisions.
- Smarter Contracting Tools and Innovation - We have our MATOC awarded. Are there other contracting options?
- Get the Engineering Right – Evaluating how we put our specifications together to see if we can improve the product and informal before we send to Contracting.
- Dredge Recapitalization – Modernize our Hopper Dredge Fleet.



GREAT LAKES DREDGING

Annual Dredging Need: 3.3M cu yds

Typical Dredging Program: 20-30 projects annually, 3-5 M cu yds

The GL Dredging Program primarily is accomplished by small business; that is starting to change as market forces and placement challenges are driving prices up.

Dredging Costs vary from \$4/cu yd - \$70/cu yd. Factors that influence cost include:

- Environmental requirements (windows, limitations on open-lake disposal, double or triple handling, 401 certifications, PFAS)
- Many small quantity harbors (vs. more cost-effective large quantity harbors)
- Short dredging season
- Weather delays in outer harbors during dredging season (equipment is smaller and thus cannot handle rough conditions as well as coastal equipment)
- Placement challenges – especially where double handling and trucking is required



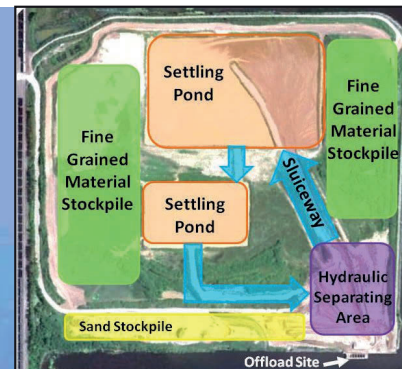
DREDGED MATERIAL MANAGEMENT SUCCESSES



Cat Island – Green Bay Harbor
Restoration of barrier islands; shallow water habitat creation has restored endangered Piping Plover; reduced dredging costs 2-3 times over previous placement method



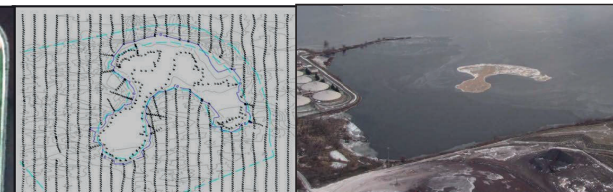
Snowy Owls at Cat Island



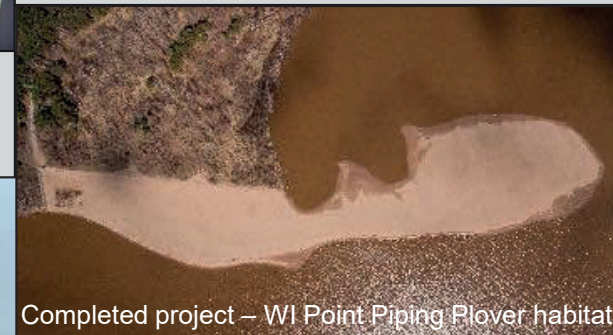
Duluth Erie Pier CDF converted to Placement and Reuse Facility



Dredged material placement



Duluth Harbor –
Shallow water habitat creation; least costly placement and ecosystem improvement



Completed project – WI Point Piping Plover habitat

WI Point Piping Plover habitat restoration using dredged material



Piping Plover at WI Point



DREDGED MATERIAL MANAGEMENT CHALLENGES

- Declining availability of confined disposal facility (CDF) space
- Prohibitively expensive cost for new CDF construction; local sponsor cost share challenges
- Resistance to open water placement
- Traditional perception of dredged material as a waste ?
- Finding beneficial uses for fine material (silt/clay)
- Chief of Engineers goal: 70% of material dredged will be beneficially used by 2030



USACE PFAS WORK ACCEPTANCE POLICY

- **Consistency is key when it comes to USACE's actions related to PFAS.**
- To accomplish this, USACE has an enterprise-wide policy that requires any PFAS related work be approved by USACE Headquarters.
- **PN CEMP 200-1-1**
Per- and Polyfluoroalkyl Substances Work Acceptance Requirements

PURPOSE AND APPLICABILITY

- Ensure consistency in how USACE accepts and performs PFAS-related work. Applies to all USACE activities.
- USACE commanding general retains PFAS-related work acceptance authority for USACE for all business lines across the enterprise.

REQUIREMENTS

HQ APPROVAL

- **Required** for acceptance of all PFAS-related work.
- HQ maintains visibility to promote consistency.
- Reviewer is PFAS Coordination Team Member for appropriate business line.
- U.S. Army Engineer Research and Development Center (ERDC) is primary technical reviewer for dredging.



USACE POSITION ON TESTING SEDIMENT

CONSIDERATIONS

- PFAS are present in all environmental media (e.g., air, water, soil, and sediment) across the planet.
- Ambient background concentrations are not well-established.
- Analytical procedures for PFAS compounds are evolving.
 - Recently developed EPA test methods are being adopted by commercial and federal laboratories.
- Scientific understanding of implications of PFAS to human health and the environment is rapidly evolving.
 - Ongoing studies and monitoring are providing new information regularly.
- The regulation of PFAS is evolving.
 - Federal and state regulators are promulgating standards.
 - Unclear how new regulatory standards, which are rapidly evolving, may or may not apply to dredged material management.

CURRENT POSITION

Dredged material may be tested for PFAS to support management decisions if testing has been approved by USACE Headquarters.

- This approval is currently being provided on a case-by-case basis.
- This determination will take into consideration potential presence of PFAS in both the dredged materials and the proposed placement areas for these materials.
- All activities will be conducted in accordance with applicable regulations and U.S. EPA and USACE standardized procedures.



CLOSING

USACE is committed to providing safe, reliable, efficient, and environmentally sustainable waterborne transportation systems supporting movement of commerce, national security needs, and recreation for the nation.