



Memorandum

To: Mariners' Advisory Committee Members and Interested Parties -----
From: Captain Drew Hodgens
Re: Meeting Agenda – **June 11, 2026**

Your presence is requested at the Quarterly Meeting of the above-mentioned committee on **Thursday, June 11, 2026 at 1100 hours.**

Agenda

I Approval of Minutes – from the March 2026 meeting

Introduction of all in attendance

II. Reports

- A. **Treasurer's Report** - Capt. Rick Iuliucci
- B. **Membership Report** - Capt. Drew J. Hodgens
- C. **USCG Report** - Capt. Kate Higgins-Bloom
- D. **USACE Report** - Mr. Tim Rooney, Project Manager, USACE
- E. **NOAA Report** - Mr. Christopher DiVeglio & Mr. Ryan Wartick

III. Unfinished Business

IV. New Business

V. Open Discussion

VI. Adjournment

Next meeting: Thursday, September 10, 2026 at 1100 hours



Memorandum

To: Mariners' Advisory Committee Members and Interested Parties
From: Captain Rick Iulucci, Treasurer
Re: Treasurer's Report for June 12, 2026

Balance – from March 11,2026 **\$ 18,018.36**

Deposits (March 2026- June 2026)

Total Deposits during the period **\$ 3,998.36**

INCOME BALANCE **\$ 22,016.72**

Disbursements (March 12, 2025 – June 9 ,2026)

Popi's Restaurant	\$ 4,950.38
Email service (G-mail @ 3 months)	\$ 136.08
Email service (Twild- \$89.95. Per month @3 months)	\$ 269.85
PNC service fees (\$3.00 per month @ 3 months)	\$ 9.00

TOTAL DISBURSEMENTS (March 2026 – June 2026) **\$ 5,365.31**

BALANCE as of June 9, 2026 **\$ 16,651.41**



Capt. Kate Higgins-Bloom

USACE PHILADELPHIA DISTRICT

MAC MEETING

MAC Meeting Presentation

Timothy J. Rooney, Project Manager

11 June 2026

“The views, opinions and findings contained in this report are those of the authors(s) and should not be construed as an official Department of the Army position, policy or decision, unless so designated by other official documentation.”



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Delaware River, Philadelphia to Sea

- FY25 maintenance dredging was awarded Norfolk Dredging Company (NDC) for \$27,690,000. Notice to proceed was issued on 28 October 2025. Scheduled dredging will include Marcus Hook, Cherry Island, Deepwater Point, and New Castle Ranges. Wilmington Harbor and New Castle Range has been completed. NDC is mobilizing to Deepwater Point Range. This material will be placed into the dredge material placement facility (DMPF), known as Delaware City DMPF.
- NDC is scheduled to begin Marcus Hook Range in July when the sturgeon moratorium is open for dredging operations.
- The Hopper Dredge McFarland began dredging operations on the June 7th. She is currently dredging Liston Range with placement of material at the open water placement facility known as “Buoy 10.”



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United States Coast Guard, Station Philadelphia, Maintenance Dredging

Project supporting U.S. Coast Guard (USCG) operational readiness and heightened security requirements within the Philadelphia region this summer.

The USCG requested USACE Philadelphia District to assist in acquisition and contract administration efforts to rapidly accelerated execution timelines to meet mission requirements. Plans and specifications were approved, and the package was ready-to-advertise by mid-March. Bid opening and contract award was late March to Kokosing Industrial Inc. Notice to Proceed was issued on 09APR2026 with physical construction occurring 14MAY2026 to 1June2026.

Kokosing Industrial completed 2 weeks ahead of schedule, dredged 72,635cy within the specified dredging prism ranging from 12 to 18 feet. This will help ensure safe access for Coast Guard, police and fire department vessels ahead of their expanded maritime security role during America 250th events in the Philadelphia region.



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Delaware River, Philadelphia to Trenton

Dredging of the 25-foot project channel between Newbold and Biles Island as well as the Fairless Turning Basin (if required) is schedule to be conducted between 1 August 2026 and 15 March 2027.

Wilmington Harbor

The last dredging in the Port was completed on 12 April 2026 by Norfolk Dredging. The latest dredging contract was advertised on 8 June 2026, with the next dredging cycle expected to be completed between September and November 2026.

Emergency Object Removal

Proposals were received 30March2026 and being evaluated through the best value/trade off contract acquisition process. It will be a 5 year contract cover all of the Delaware River channels, C&D Canal, Wilmington Harbor and Schuylkill River.



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EMERGENCY OBJECT REMOVAL



Object Removal Regions



- **Region 1:** All Federal waterways within circle between Biles Island PA and Wilmington Harbor DE. Circle Diameter is approx. 45NM.
- **Region 2:** All Federal waterways within circle between Wilmington Harbor DE and Artificial Island NJ including the C&D Canal and Chesapeake Bay to the Sassafras River. Circle Diameter is approx. 30NM.
- **Region 3:** All Federal waterways within circle between Artificial Island and end of Delaware River Federal Channel. Circle Diameter is approx. 50NM.



C & D Canal

- NAP is currently working on the solicitation for the FY26 C&D Maintenance Dredging contract which is expected to be awarded in the Fall of 2026.
- Summit Bridge painting and repair activities will continue through October 2026. An air gap restriction of 5ft has been issued until June 2026. Work will only be performed on half of the main span of the bridge leaving the air gap unrestricted on the other side of channel. Currently, work is being performed on the south side of the main channel.



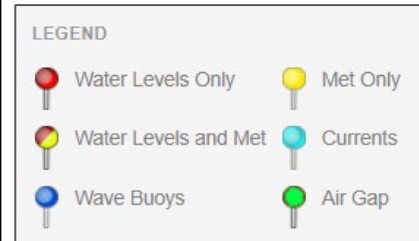
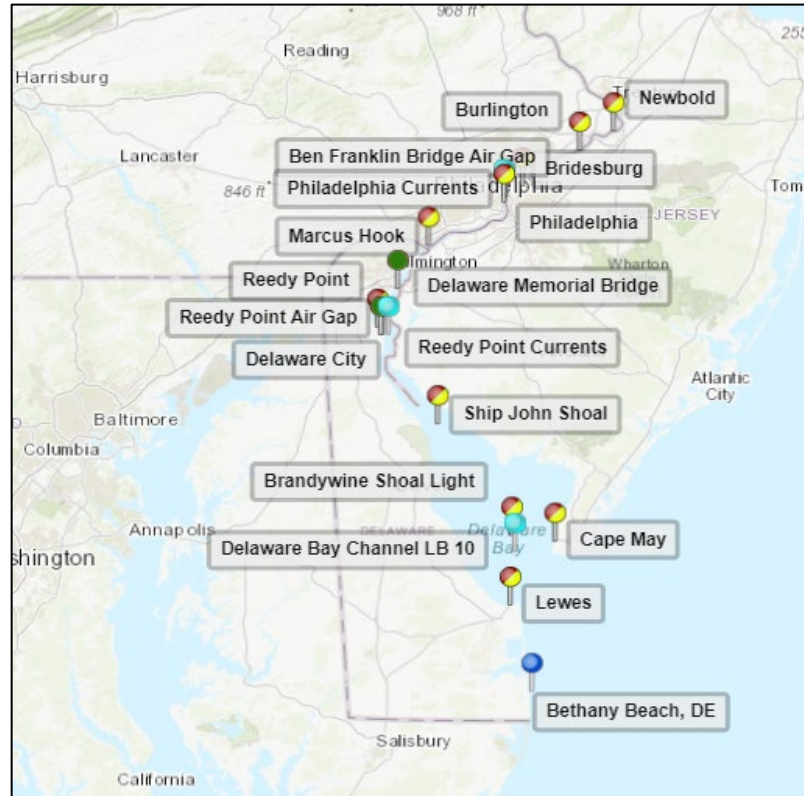
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NOAA Physical Oceanographic Real Time System (PORTS®) Updates

Christopher DiVeglio
NOAA PORTS Program
June 11, 2026



Quarterly Sensor Statistics

Air gap and current meter station Instrument performance stats

03/01/2026 - 05/31/2026

Delaware Memorial Bridge Air Gap – 100%

Ben Franklin Air Gap – 99%

Reedy Point Air Gap – 97%

Chesapeake City Gap – 100%

db0301 (Philadelphia) currents – 63% (*offline 3/23, back online 4/23*)

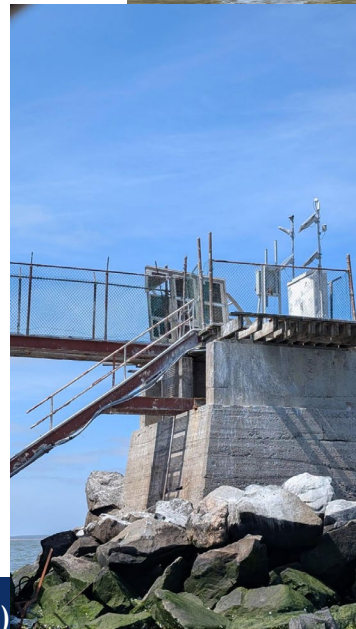
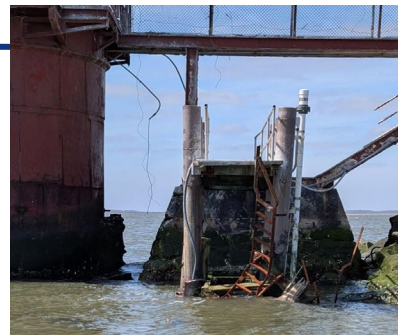
db0502 (Delaware Bay Channel LB10) currents – 43% (*offline 4/9*)

- *Timeliness of data*
- *Quality of data*



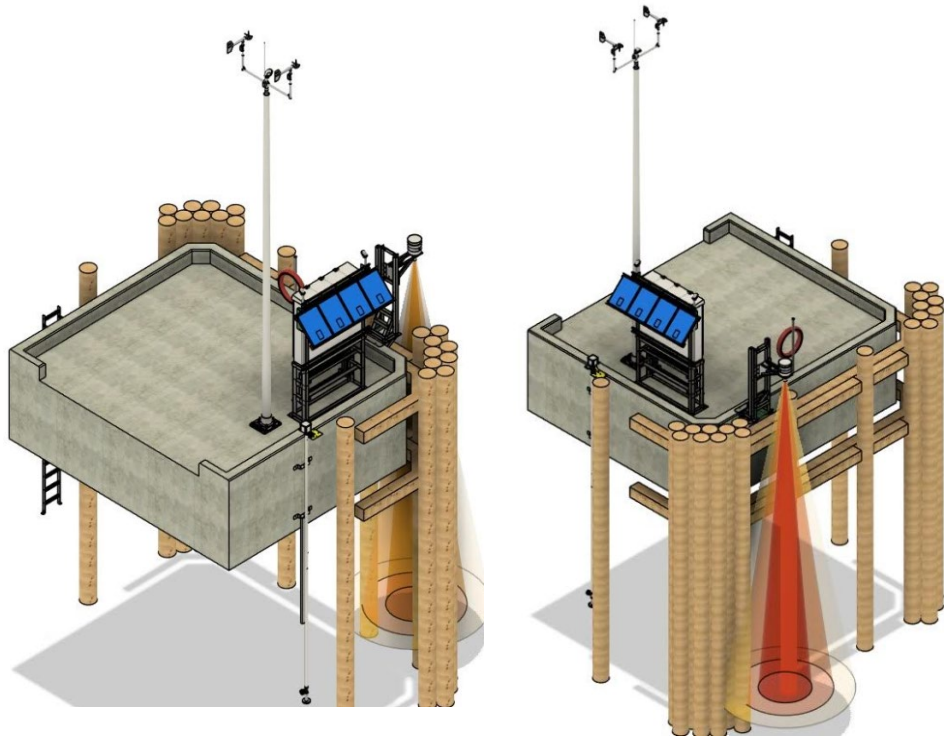
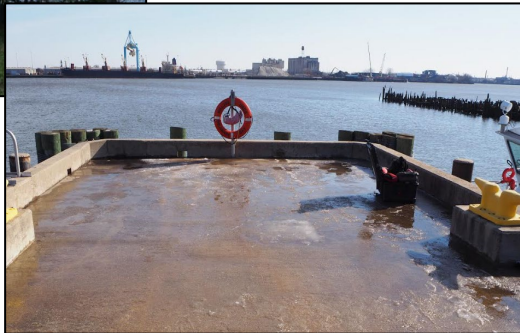
Other outage/ maintenance notes

- **Philadelphia (Penn's Landing) Current meter-** Sensor failed on April 9th. Station upgrade and new sensor install planned for the fall. Data will be offline through the summer.
 - Current predictions for this station remain accessible
- **Brandywine Shoal water level/ meteorological:** Planned work in the next 1-2 weeks. Degraded batteries. Data has been intermittent.
- **Ship John Shoal water level/ meteorological:** Winter storm/ ice damage. Outer pier is destroyed. Access will be tough to service the station. No present station issues.



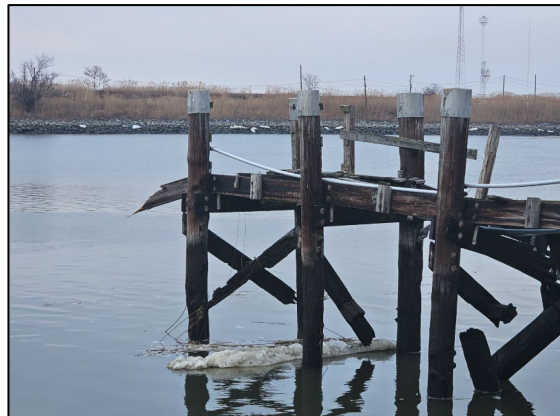
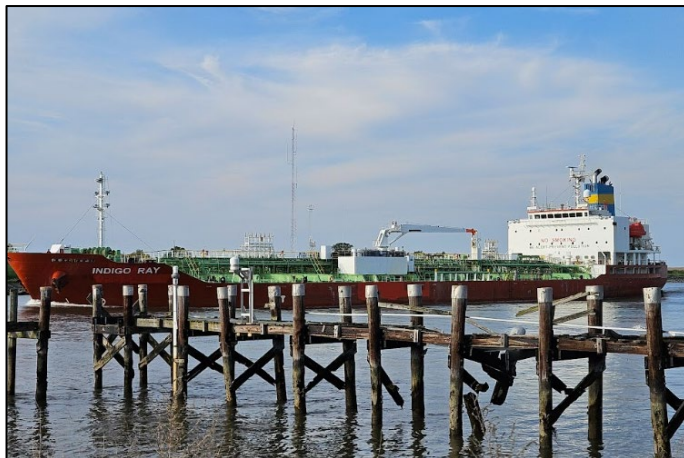
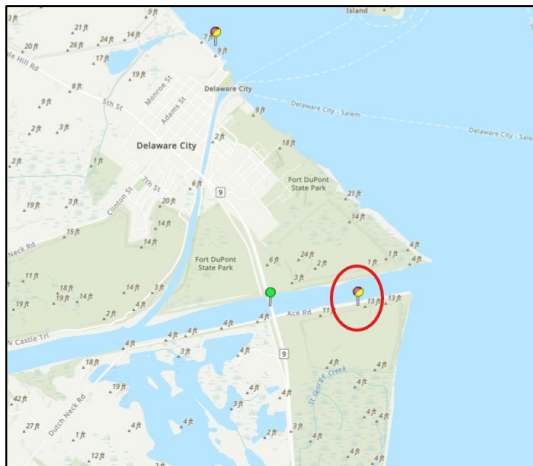
Philadelphia USCG station - planned rebuild

- NOAA managed National Water Level Observation Network (NWLON) station
- **Rebuild to take place in October 2026**
- USCG approved permit for relocation
- Upgrades to water level sensor technology



Reedy Point station destroyed

- NOAA managed National Water Level Observation Network (NWLON) station
- Old USACE pier was already degraded
- Significant ice damaged the pier, which collapsed sending all observing equipment in the water
- **Future repairs and replacement are TBD**



35 years of NOAA PORTS®


Established in 1991, with the first system in Tampa Bay, Florida, NOAA PORTS now operates 41 systems serving over half of the top 175 U.S. seaports. Annually, more than 90% of U.S. cargo imports and exports—valued at over \$1.3 trillion—transit through these seaports. PORTS is essential for ensuring this transit occurs safely and efficiently. Economists estimate that since its inception, NOAA PORTS has contributed to a 33% reduction in maritime accidents and a 59% reduction in vessel groundings.

Home News NOAA PORTS: Keeping Maritime Commerce Moving

NOAA PORTS: Keeping Maritime Commerce Moving

June 2, 2026

Nationwide system supports maritime safety, efficiency



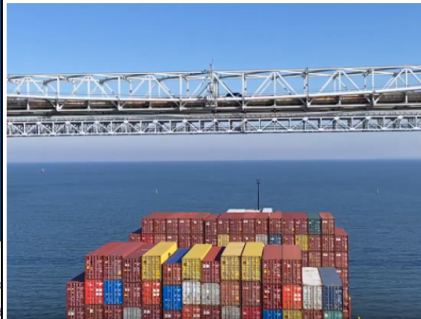
CO-OPS field team members service a buoy-mounted current meter while a large container ship transits in the background en route to Port Miami.

Maneuvering a 1,000-foot long container ship through a waterway isn't guesswork. Vessel pilots rely on real-time data to understand weather conditions in order to safely bring a ship into port. For 35 years, NOAA's Physical Oceanographic Real-Time System (PORTS) provides critical information to seaports nationwide, helping to keep mariners safe and maritime commerce moving.

PORTS was established in 1991, with the first system in Tampa Bay, Florida. Today, the program boasts 41 systems serving more than half of the nation's top 175 U.S. seaports. Over 90% of U.S. cargo imports and exports and more than \$1.3 trillion in value transit through the seaports served by NOAA PORTS annually, and PORTS plays an important role in ensuring this happens safely and efficiently. Since its establishment, economists estimate that NOAA PORTS has contributed to a 33% reduction in maritime accidents and a 59% reduction in vessel groundings.

But how does it work?


Chesapeake Bay North PORTS: Navigating a ship under a bridge requires careful measurements. Large container ships on the water have to pass under the Chesapeake Bay Bridge, a twin span bridge that sees lots of vehicle traffic. The Chesapeake Bay PORTS system on the bridge, providing vessel operators with real-time information on the available space under both spans of the bridge so they can safely pass. And these are just two of the 70 sensors in the Chesapeake Bay North PORTS!



A container ship bound for the Port of Baltimore uses data from PORTS air gap, seen on the bridge at the center of the navigation channel, to safely pass under the Chesapeake Bay Bridge. Credit: Association of Maryland Pilots

PORTS® by the Numbers

NOAA's Physical Oceanographic Real-Time System, or PORTS®, is a collaborative public-private program providing America's mariners with real-time oceanographic and meteorological observations to improve navigation safety in busy shipping channels.



40+ new systems established over the last 35 years

NOAA PORTS® serves more than 50% of the top 175 U.S. seaports

90% The percent of cargo transiting in and out of U.S. seaports being served by a NOAA PORTS®

Reduced accidents by 50% or more at multiple seaports

Accessible 24 hours a day / 7 days a week via internet

Generated \$50 million* in economic benefits over a 5-year period

*Variable benefits for PORTS in Houston/Galveston, NY/NJ and Tampa Bay between 2000-2010

10 Types of Data

PORTS® uses emerging technology (e.g., sensors, meters) to measure the following parameters and assist mariners, emergency responders, coastal planners, weather forecasters, recreational users, and scientific researchers.

- Tides and Water Levels
- Currents
- Waves
- Bridge Clearance
- Barometric Pressure
- Safety
- Wind Speed and Direction
- Visibility
- Humidity
- Air and Water Temperature

www.fidesandcurrents.noaa.gov/ports_info.html

Center for Operational Oceanographic Products and Services





Questions?

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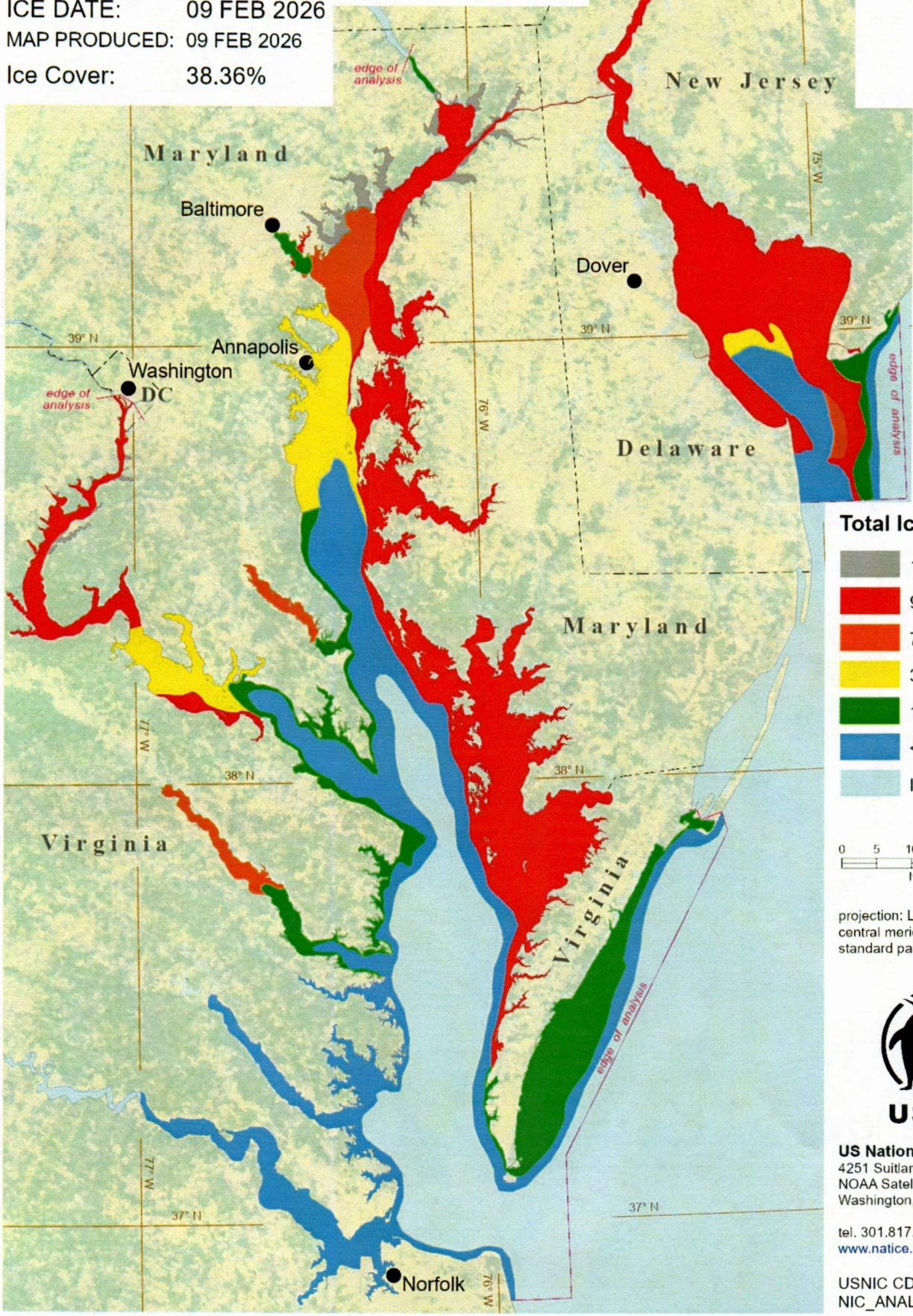
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U. S. NATIONAL ICE CENTER MID-ATLANTIC ICE ANALYSIS ICE CONCENTRATION

ICE DATE: 09 FEB 2026
 MAP PRODUCED: 09 FEB 2026
 Ice Cover: 38.36%

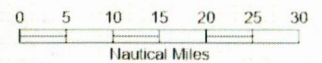
Images Analyzed

ICEYE: 08-09 Feb
 MODIS: 09 Feb



Total Ice Concentration

- 100% (Fast Ice)
- 90% - 99%
- 70% - 90%
- 30% - 70%
- 10% - 30%
- <10% (Open Water)
- Ice Free



projection: Lambert_Conformal_Conic
 central meridian: 80° west
 standard parallels: 49°, 77° north



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