PUBLIC NOTICE

U.S. ARMY CORPS OF ENGINEERS
LOS ANGELES DISTRICT

BUILDING STRONG®

APPLICATION FOR PERMIT
Port Hueneme Berth Deepening and Wharf Improvement Project

Public Notice/Application No.: SPL-2017-00502-AJS
Project: Port Hueneme Berth Deepening and Wharf Improvement Project
Comment Period: September 21, 2017 through October 21, 2017
Project Manager: Crystal L.M. Huerta; (805) 585-2143; Crystal.Huerta@usace.army.mil

Applicant
Christina Birdsey
Oxnard Harbor District
333 Ponoma Street
Port Hueneme, California 93041

Contact
Jack Malone
Anchor QEA, LLC
27201 Puerta Real, Suite 350
Mission Viejo, CA 92691

Location
Pacific Ocean waters within and adjacent to the Port of Hueneme Harbor in the city of Port Hueneme, Ventura County, CA (at: 34.1479, -119.2061). See attached map.

Activity
The proposed project includes deepening Oxnard Harbor District (OHD) Berths 1 and 2 along Wharf 1 from -35 mean lower low water (MLLW) to -40 feet MLLW plus 2 feet of overdepth allowance. The total volume of material proposed for dredging from the OHD berths is estimated to be 30,000 cubic yards (cy), consisting of approximately 20,000 cy above project depth and 10,000 cy of allowable overdepth volume. The proposed Hueneme Beach placement area is in the nearshore zone between East Jetty and Surfside Drive (Figure 1). This nearshore placement area has been used by the Corps in the past for dredging of the Federal channel in Port Hueneme and is sited to provide a source of sand for the beach through natural littoral processes.

Wharf improvements include installing a sheetpile toe wall along the base of the wharf to allow deepening of the berths while still maintaining stability of the slope under the wharf. The existing fender pile system would be removed to install the toe wall, and a new fender pile system would be installed alongside the toe wall. Composite fender piles would be used in the new fender pile system. Other fender pile system components would be replaced with more robust timber walers and rubber fenders along the wharf face. The existing fender piles, timber walers, rubber fenders, and other components would be removed and properly disposed of off-site. The ship's stations would be outfitted with snubbing bars to preclude snagging or damaging ship's lines. Construction debris resulting from removing the existing fender pile system would be removed and disposed of at an appropriate disposal site. For more information see Additional Information section below.

Interested parties are hereby notified an application has been received for a Department of the Army permit for the activity described herein and shown on the attached drawing(s). We invite you to review today's public notice and provide views on the proposed work. By providing substantive, site-specific comments to the Corps Regulatory Division, you provide information that supports the Corps' decision-making process. All comments received during the comment period become part of the record and will be considered in the decision. This permit will be issued, issued with special conditions, or denied under Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act. Comments should be mailed to:

DEPARTMENT OF THE ARMY
LOS ANGELES DISTRICT, U.S. ARMY CORPS OF ENGINEERS
REGULATORY DIVISION
ATTN: Crystal L.M. Huerta
Ventura Field Office
2151 Alessandro Drive, Suite 110
Ventura, CA 93001

Alternatively, comments can be sent electronically to: Crystal.Huerta@usace.army.mil

The mission of the U.S. Army Corps of Engineers Regulatory Program is to protect the Nation's aquatic resources, while allowing reasonable development through fair, flexible and balanced permit decisions. The Corps evaluates permit applications for essentially all construction activities that occur in the Nation's waters, including wetlands. The Regulatory Program in the Los Angeles District is executed to protect aquatic resources by developing and implementing short- and long-term initiatives to improve regulatory products, processes, program transparency, and customer feedback considering current staffing levels and historical funding trends.

Corps permits are necessary for any work, including construction and dredging, in the Nation's navigable water and their tributary waters. The Corps balances the reasonably foreseeable benefits and detriments of proposed projects, and makes permit decisions that recognize the essential values of the Nation's aquatic ecosystems to the general public, as well as the property rights of private citizens who want to use their land. The Corps strives to make its permit decisions in a timely manner that minimizes impacts to the regulated public.

During the permit process, the Corps considers the views of other Federal, state and local agencies, interest groups, and the general public. The results of this careful public interest review are fair and equitable decisions that allow reasonable use of private property, infrastructure development, and growth of the economy, while offsetting the authorized impacts to the waters of the United States. The permit review process serves to first avoid and then minimize adverse effects of projects on aquatic resources to the maximum practicable extent. Any remaining unavoidable adverse impacts to the aquatic environment are offset by compensatory mitigation requirements, which may include restoration, enhancement, establishment, and/or preservation of aquatic ecosystem system functions and services.

Evaluation Factors

The decision whether to issue a permit will be based on an evaluation of the probable impact including cumulative impacts of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit, which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered including

the cumulative effects thereof. Factors that will be considered include conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, flood plain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food production and, in general, the needs and welfare of the people. In addition, if the proposal would discharge dredged or fill material, the evaluation of the activity will include application of the EPA Guidelines (40 CFR Part 230) as required by Section 404 (b)(1) of the Clean Water Act.

The Corps of Engineers is soliciting comments from the public; Federal, state, and local agencies and officials; Indian tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

Preliminary Review of Selected Factors

EIS Determination- A preliminary determination has been made an environmental impact statement is not required for the proposed work.

Water Quality- The applicant is required to obtain water quality certification, under Section 401 of the Clean Water Act, from the California Regional Water Quality Control Board. Section 401 requires any applicant for an individual Section 404 permit provide proof of water quality certification to the Corps of Engineers prior to permit issuance.

Coastal Zone Management- The applicant has certified the proposed activity would comply with and would be conducted in a manner consistent with the approved State Coastal Zone Management Program. For those projects in or affecting the coastal zone, the Federal Coastal Zone Management Act requires that prior to issuing the Corps authorization for the project, the applicant must obtain concurrence from the California Coastal Commission the project is consistent with the State's Coastal Zone Management Plan. The District Engineer hereby requests the California Coastal Commission's concurrence or non-concurrence.

Essential Fish Habitat- The Corps of Engineers preliminary determination indicates the proposed activity may adversely affect EFH. Pursuant to Section 305(b)(2) of the Magnuson-Stevens Fishery Conservation and Management Act (MSA), the Los Angeles District hereby requests initiation of EFH consultation for the proposed project. This notice initiates the EFH consultation requirements of the Act (via abbreviated consultation). In order to comply with the Magnuson-Stevens Fishery Conservation and Management Act (MSA), pursuant to 50 CFR 600.920(e)(3), I am providing, enclosing, or otherwise identifying the following information:

1. Description of the proposed action: see project description beginning on page 5 of this public notice.

2. On-site inspection information: No EFH-specific surveys of the project site have been conducted. Port Hueneme Harbor has not been identified as an important nursery or breeding habitat for federally

managed fish species, but does support foraging habitat. See baseline information on page 5 of this public notice.

3. Analysis of the potential adverse effects on EFH: Fish species under the Pacific Coast Groundfish and the Coastal Pelagic Fisheries Management Plans are likely to be present in the project site, including locations of proposed dredging, nearshore placement and wharf improvements. Because the project is bottom disturbing in nature, the project would likely have adverse impacts to EFH. Increased turbidity could occur in Port Hueneme due to dredging activities within the port as well as construction-related noise disturbance during in-water work associated with wharf improvements. In addition, nearshore placement adjacent to Hueneme Beach could result in increased turbidity and smothering of existing infaunal communities. These impacts to EFH would be temporary and localized. No activity resulting in permanent habitat loss is proposed.

4. Proposed minimization, conservation, or mitigation measures: Turbidity increases would be minimal and temporary as a result of best management practices (BMPs).

5. Conclusions regarding effects of the proposed project on EFH: Based on the project description, the Corps has made a preliminary determination that the proposed activities would have adverse impacts to EFH, however these impacts would be localized and short-term in nature. No long-term permanent adverse impacts to EFH are anticipated.

Therefore, it is my initial determination the proposed activity may adversely affect but **would not** have a substantial adverse impact on EFH or federally managed fisheries in California waters. My final determination relative to project impacts and the need for mitigation measures is subject to review by and coordination with the NOAA Fisheries. If I do not receive written comments (regular mail or e-mail) within the 30-day notification period, I will assume concurrence by NOAA Fisheries **that no mitigation measures are necessary**.

Cultural Resources- The latest version of the National Register of Historic Places has been consulted and this site is not listed. This review constitutes the extent of cultural resources investigations by the District Engineer, and he is otherwise unaware of the presence of such resources. The proposed project would not have the potential to directly affect any known or suspected onshore or offshore archeological resources. Therefore the Corps has preliminarily determined that the proposed project would not have the potential to and/or have a low likelihood to impact Historic Properties.

Endangered Species- Preliminary determinations indicate the proposed activity would not affect federally-listed endangered or threatened species, or their critical habitat. Therefore, formal consultation under Section 7 of the Endangered Species Act does not appear to be required at this time.

Public Hearing- Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearing shall state with particularity the reasons for holding a public hearing.

Proposed Activity for Which a Permit is Required

Basic Project Purpose- The basic project purpose comprises the fundamental, essential, or irreducible purpose of the proposed project, and is used by the Corps to determine whether the

applicant's project is water dependent (i.e., requires access or proximity to or siting within the special aquatic site to fulfill its basic purpose). Because no fills are proposed within special aquatic sites, identification of the basic project purpose is not necessary.

Overall Project Purpose- The overall project purpose serves as the basis for the Corps' 404(b)(1) alternatives analysis and is determined by further defining the basic project purpose in a manner that more specifically describes the applicant's goals for the project, and which allows a reasonable range of alternatives to be analyzed. The overall project purpose for the proposed project is to improve navigational access and associated wharves to safely accommodate deeper draft vessels within Port Hueneme.

Additional Project Information

Baseline information- Located approximately 60 miles northwest of Los Angeles, the Port of Hueneme is the only deepwater port between Los Angeles and the San Francisco Bay Area and is the United States' Port of Entry for California's central coast region (Figure 1). The Port of Hueneme contains berths owned by the Oxnard Harbor District (OHD) and U.S. Navy (USN) and includes Federal Channels maintained by the Corps. All three entities are responsible for maintaining authorized navigation depths of their respective portions of the harbor. The USN is not proposing to deepen its berths. The Corps is preparing its own environmental analysis for the federal portion of the project.

Currently, vessels calling on the Port of Hueneme are required to light load and work around tide cycles due to insufficient water depths making current operations inefficient. Deepening of the harbor is proposed to accommodate larger deep-draft vessels, increase cargo efficiency, reduce transit costs, and minimize vessel safety concerns.

Sediment sampling and testing of the proposed dredge area has been completed. Phase 1 testing included physical and chemical analyses and solid phase and suspended particulate phase toxicity testing. Results were reviewed by the Dredged Materials Management Team and a consensus determination was made that the material is suitable for beach and nearshore placement based on low contaminant levels and grain size compatibility. The beach and nearshore placement areas have been used by the Corps in the past and are sited to provide a source of sand for the beach through direct placement and natural littoral processes.

Project description- The OHD is proceeding in cooperation with the Corps to implement the deepening project, which entails dredging the Federal Approach and Entrance Channels, Turning Basin, Channel A, and OHD berths. To accommodate the deeper berths, the OHD must improve its existing wharves. Wharf improvements include installing a sheetpile toe wall and new fender pi le system at the wharf as well as improving the bollards and mooring hardware on the wharf.

The current design depth of OHD berths is -35 feet mean lower low water (MLLW). The project includes deepening the berths to -40 feet MLLW plus 2 feet of overdepth allowance. The total volume of material proposed for dredging from the OHD berths is estimated to be 30,000 cubic yards (cy), consisting of approximately 20,000 cy above project depth and 10,000 cy of allowable overdepth volume. Sediment would be placed in the nearshore zone at Hueneme Beach (Exhibit A). Hueneme Beach experiences high rates of erosion and needs regular nourishment; therefore, beneficial use of the dredged material would benefit the community and environment by nourishing the beach. The proposed Hueneme Beach placement area is in the nearshore zone between East Jetty and Surfside Drive (Figure 1). If OHD and the Corps' construction schedules align, the berth

dredging may be coordinated with the federal dredging to place berth sediment directly on Hueneme Beach.

The project would not involve a change in use of the project site; rather, the project would modernize the wharf to increase efficiency at the harbor. Overall throughput would not increase as part of the project. Wharf improvements would include Berths 1, 2, and 3, though the improvements may only include a portion of Berth 3. Wharf improvements to Berth 3 would occur, as necessary, to provide a structurally sound transition from the improved Berths 1 and 2 to the existing Berth 3. The total length of wharf improvements would total approximately 1,800 linear feet.

Wharf improvements include installing a sheetpile toe wall along the base of the wharf to allow deepening of the berths while still maintaining stability of the slope under the wharf. The existing fender pile system would be removed to install the toe wall, and a new fender pile system would be installed alongside the toe wall. Composite fender piles would be used in the new fender pile system. Other fender pile system components would be replaced with more robust timber walers and rubber fenders along the wharf face. The existing fender piles, timber walers, rubber fenders, and other components would be removed and properly disposed of off-site. Upland concrete deck improvements are required along the wharf and would include repairing soffit, fascia, and curb repairs; installing bollard foundations; resurfacing the deck from the bulkhead face to the buildings; and sealing the deck with a protective coating. The ship's stations would be outfitted with snubbing bars to preclude snagging or damaging ship's lines. Construction debris resulting from removing the existing fender pile system would be removed and disposed of at an appropriate disposal site. The project is proposed to begin in the first quarter of 2018 and is expected to last approximately 9 months. Berth dredging would likely occur after removing the existing fender pile system and installing the new sheetpile toe wall. However, the new fender pile system and concrete deck improvements could be installed and implemented before dredging, depending on overall project schedule and operational needs.

Proposed Mitigation– The project is not expected to result in any permanent impacts to waters of the U.S. and thus no compensatory mitigation is proposed. Various measures to minimize adverse effects from dredging, wharf improvements and nearshore placement of dredged material would be implemented during construction. The following measure are currently proposed:

Proposed Special Conditions

The following list is comprised of proposed Permit Special Conditions, which are required of similar types of projects:

Dredging Conditions:

1. The Permittee is prohibited from conducting dredging operations and disposing material in navigable waters of the United States that has not been tested and determined by the Corps Regulatory Division, in consultation with the U.S. Environmental Protection Agency (EPA), to be suitable for disposal in ocean waters. Sampling and testing of previously tested sediment or previously dredged areas is required after three years from the date of initial sediment sampling and testing unless the Corps deems that conditions warrant another testing duration be formulated with EPA consultation. This time limit is subject to change at the discretion of the Corps Regulatory Division if any event causes previously determined suitable material to become potentially unsuitable. The applicant must demonstrate the proposed dredged materials are chemically and physically suitable for disposal in ocean waters according to the provisions of the Inland Testing Manual (ITM) or

Ocean Disposal Manual (ODM) and the Corps Regional Guidance Letter (RGL) 06-02, as appropriate. If the material does not meet the physical and chemical criteria for unconfined disposal in ocean waters, the dredged material shall be disposed at a Corps approved upland disposal location. The applicant shall submit to the Corps Regulatory Division and EPA a draft Sampling and Analysis Plan (SAP). Sampling may not commence until the final SAP is approved, in writing, by the Corps Regulatory Division, in consultation with EPA. Further the SAP Results (SAPR) must also be reviewed and approved and the Permittee must receive a written authorization to proceed.

2. At least 15 calendar days before initiation of any dredging operations authorized by this permit, the Permittee shall submit a dredging and disposal Operations Plan to the Corps Regulatory Division and EPA, with the following information:

A) A list of the names, addresses and telephone numbers of the Permittee's project manager, the contractor's project manager, the dredging operations inspector, the disposal operations inspector and the captain of each tug boat, hopper dredge or other form of vehicle used to transport dredged material to the designated disposal site.

B) A list of all vessels, dredging equipment and electronic positioning systems or navigation equipment to be used for dredging and disposal operations, including: the capacity, load level and acceptable operating sea conditions for each hopper dredge or disposal barge or scow.

C) A schedule describing when the dredging project is planned to begin and end.

D) A pre-construction dredging bathymetric survey (presented as a large format plan view drawing), taken within thirty (30) days before the dredging begins, accurate to 0.5-foot with the exact location of all soundings clearly defined on the survey chart. The pre-dredge survey chart shall be prepared showing the following information:

i) The entire dredging area, including the toe and top of all side-slopes, and typical cross sections of the dredging areas. To ensure that the entire area is surveyed, the pre-dredge condition survey should cover an area at least 50 feet outside the top of the side-slope or the boundary of the dredging area.

ii) Areas shallower than the dredging design depth shall be shaded green, areas between the dredging design depth and overdredge depth shall be shaded yellow, and areas below overdredge depth that will not be dredged shall be shaded blue.

iii) The pre-dredging survey chart shall be signed by the Permittee to certify that the data are accurate and that the survey was completed within thirty (30) days before the proposed dredging start date.

E) A debris management plan to prevent unauthorized disposal of large debris or other unsuitable materials. The debris management plan shall include: sources and expected types of debris if known, debris separation and retrieval methods and equipment to be used, debris disposal location(s), and debris disposal methods (e.g., recycling, landfill, hazardous/toxic/radioactive materials/munitions disposal sites, etc.).

F) Beach Nourishment:

i) A schedule describing when the beach nourishment project would begin and end.

ii) A debris management plan to prevent disposal of debris at beach nourishment location(s). The debris management plan shall include: sources and expected types of debris, debris separation and retrieval methods, and debris disposal methods.

iii) The Permittee shall delineate the perimeter of the beach nourishment area during beach nourishment operations, and monitor the area to protect the public from construction hazards and equipment.

iv) Grunion monitoring: A pre-construction biological survey should be conducted to evaluate presence of, and beach suitability for, California grunion (Leuresthes tenuis). In the event beach nourishment operations could affect California grunion, and/or would occur between March 1 and August 31 (the grunion spawning season), the Permittee shall not begin operations, or suspend operations, and notify the Corp Regulatory Division and NOAA Fisheries within 24 hours. If there are grunion present, or the beach is suitable for grunion, and the Corps requests determines an avoidance plan is needed, the Permittee shall submit a Grunion Avoidance and Monitoring Plan to the Corps for review and approval prior to conducting or resuming any activities that could affect California grunion. After approval of the plan, the Corps may authorize the Permittee to proceed under the approved plan.

3. The Permittee shall not commence dredging or disposal operations unless and until the Permittee receives a Notice to Proceed, in writing (letter or email), from the Corps Regulatory Division.

4. The Permittee and its contractors and subcontractors shall maintain a copy of this permit at the work site, and on all vessels used to dredge, transport and dispose of dredged material authorized under this permit.

5. The Permittee shall ensure that the captain of any hopper dredge, tug or other vessel used in the dredging and disposal operations, is a licensed operator under U.S. Coast Guard regulations and follows the Inland and Ocean Rules of Navigation or the U.S. Coast Guard Vessel Traffic Control Service. All such vessels, hopper dredges or disposal barges or scows, shall have the proper day shapes (mast head signals which indicate vessel operational status), operating marine band radio, and other appropriate navigational aids.

6. The Permittee's contractor(s) and the captain of any vessel covered by this permit shall monitor VHF-FM channels 13 and 16 while conducting dredging operations.

7. Upon request, the Permittee and its contractor(s) shall allow inspectors from the Corps Regulatory Division (may include other Corps Divisions), EPA, and(or) the U.S. Coast Guard to inspect all phases of the dredging and disposal operations. Upon request, the Permittee and its contractor(s) retained to perform work authorized by the permit or to monitor compliance with this permit shall make available to inspectors from the Corps EPA, and (or) the U.S. Coast Guard the following: dredging and disposal operations inspectors' logs, the vessel track plots and all disposal vessel logs or records, any analyses of the characteristics of dredged material, or any other documents related to dredging and disposal operations.

8. During disposal and dredging operations the permitted activity shall not interfere with the public's right to free navigation on all navigable waters of the United States.

9. If non-compliance of the permit occurs, the Permittee shall report the details of the permit non-compliance to the Corps Regulatory Division within twenty-four (24) hours. If the Permittee retains any contractors to perform any activity authorized by this permit, the Permittee shall instruct all such contractors that any permit non-compliance of any permit condition must be reported to the Permittee immediately who must then report to the Corps Regulatory Division.

10. When using a hopper dredge, water/slurry flowing through the weirs shall not exceed 10 minutes during dredging operations (to prevent overflow/overload). When using a hopper dredge, the fill level of the hopper dredge shall not exceed the load line to prevent any dredged material or water from spilling over the sides at the dredging site or during transit from the dredging site to the disposal site. No hopper dredge shall be filled above this predetermined level. Before each hopper dredge is transported to the disposal site, the dredging site inspector shall certify that it is filled correctly. If a dredging or disposal operation does not require a hopper dredge than disregard this special condition.

11. When using a disposal barge or scow, no water shall be allowed to flow over the sides throughout the dredging and disposal operations. The fill level of the disposal barge or scow shall not exceed the load line to prevent any dredged material or water from spilling over the sides during all operations. No disposal barge or scow shall be filled above this predetermined level or load line (vessel frame/plating). Before each disposal barge or scow is transported to the disposal site, the Permittees dredging site inspector shall certify that it is filled correctly.

12. The Permittee shall use an electronic positioning system to navigate throughout all dredging, hauling, disposal, and discharge operations. The electronic positioning system shall have a minimum accuracy and precision of +/- 10 feet (or 3 meters). If the electronic positioning system fails or navigation problems are detected, all dredging operations shall cease until the failure or navigation problems are corrected.

13. The Permittee shall submit a post-construction/project completion report to the Corps Regulatory Division within 30 calendar days after completion of each dredging event to document compliance with all general and special conditions in this permit. The report shall include all information collected by the Permittee, the dredging operations inspector and the disposal operations inspector or the disposal vessel captain. One post-construction report (instead of separate reports) should be submitted for all activities conducted under the permit. The report must describe whether or not all general and special conditions were met. The report shall include:

A) Project Name and Corps file number.

B) Start date (month/day/year) and completion date of dredging and disposal operations.

C) The disposition and total cubic yards of all material disposed or discharged at each site or location.

D) Dredging method (e.g., hopper dredge, suction dredge, clamshell, dragline, etc.).

E) Mode of transportation.

F) Frequency of disposal and plots of all trips to the disposal or discharge site(s).

G) Tug boat or other disposal vessel logs documenting contact with the U.S. Coast Guard before each trip to the disposal or discharge site(s).

H) A detailed post-dredging bathymetry survey drawing of the dredging area. The survey drawing shall show areas above the dredging design depth shaded green, areas between the dredging design depth and overdredge depth shaded yellow, areas below overdredged depth that were not dredged or areas that were deeper than the overdredge depth before the project began as indicated on the pre-dredging survey shaded blue, and areas dredged below the overdredge depth or outside the project boundaries shaded red. The methods used to record the post-construction dredging survey drawing shall be the same methods used in the pre-construction dredging survey drawing. The survey drawing shall be signed by the Permittee certifying that the data are accurate.

I) A description of any navigation problems and corrective measures implemented.

J) Copies of all completed Scow Certification Checklists for ocean disposal.

14. The Permittee understands and agrees that, if future operations by the United States require the removal, relocation, or other alteration, of the structure or work herein authorized, or if, in the opinion of the Secretary of the Army or his authorized representative, said structure or work shall cause

unreasonable obstruction to the free navigation of the navigable waters, the Permittee will be required, upon due notice from the Corps of Engineers Regulatory Division, to remove, relocate, or alter the structural work or obstructions caused thereby, without expense to the United States. No claim shall be made against the United States on account of any such removal or alteration.

15 . The Permittee shall notify the Corps Regulatory Division of the date of commencement of work in navigable waters of the United States no less than 14 calendar days prior to commencing work, and shall notify the Corps of the date of completion of operations at least five (5) calendar days prior to such completion.

For additional information please call Crystal L.M. Huerta of my staff at (805) 585-2143 or via e-mail at Crystal.Huerta@usace.army.mil. This public notice is issued by the Chief, Regulatory Division.

Regulatory Program Goals:

- To provide strong protection of the nation's aquatic environment, including wetlands.
- To ensure the Corps provides the regulated public with fair and reasonable decisions.
- To enhance the efficiency of the Corps' administration of its regulatory program.

DEPARTMENT OF THE ARMY
LOS ANGELES DISTRICT, U.S. ARMY CORPS OF ENGINEERS
Ventura Field Office
2151 Alessandro Drive, Suite 110
Ventura, CA 93001
WWW.SPL.USACE.ARMY.MIL/MISSIONS/REGULATORY

Figure

ANCHOR QEA

Figure 1
Vicinity Map
Port of Hueneme Deepening

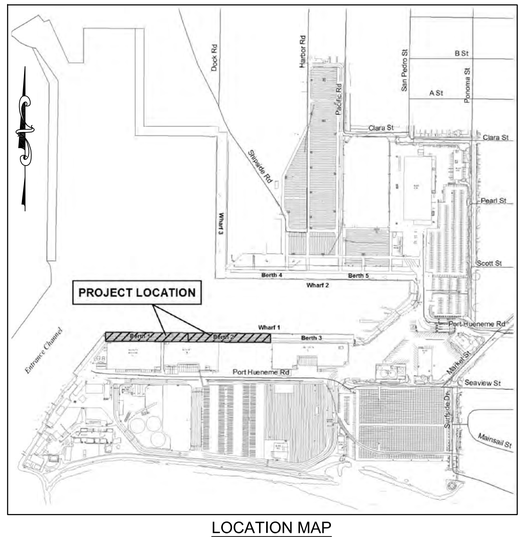
Project Management Initials: Designer: S.M. Drawn: F.L. Checked: J.M.C.

PORT OF HUENEME
INTERMODAL INFRASTRUCTURE PROJECT BERTHS 1 & 2

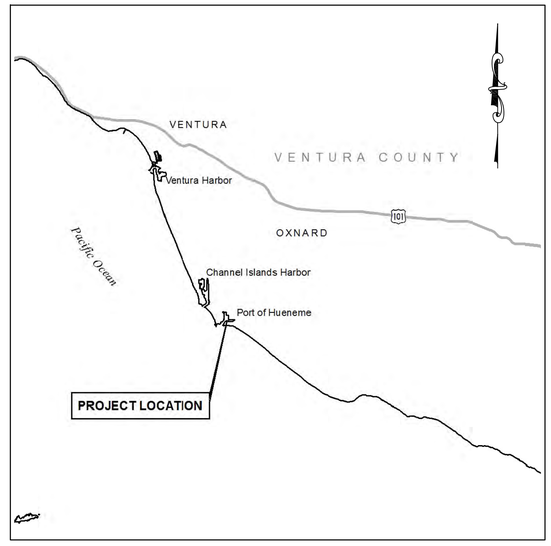
PORT HUENEME, CA.
30% DESIGN - NOT FOR CONSTRUCTION

CALIFORNIA MAP
N.T.S.

INDEX OF DRAWINGS



LOCATION MAP
N.T.S.



VICINITY MAP
N.T.S.

GENERAL NOTES

CODES, STANDARDS & SPECIFICATIONS

THE DESIGN SHOWN ON THESE DRAWINGS IS BASED ON THE FOLLOWING DESIGN CODES, STANDARDS AND SPECIFICATIONS:

1. "INTERNATIONAL BUILDING CODE," 2015 EDITION,
2. "MINIMUM DESIGN LOADS FOR BUILDINGS AND OTHER STRUCTURES," ASCE 7-10,
3. "GUIDELINES FOR THE DESIGN OF FENDER SYSTEMS 2002", PIANC
4. "BUILDING CODE REQUIREMENTS FOR STRUCTURAL CONCRETE," ACI 318-14.

AECOM

PROJECT

PORT OF HUENEME

INTERMODAL
INFRASTRUCTURE PROJECT
BERTHS 1 & 2

CLIENT

PORT OF HUENEME
OXNARD HARBOR DISTRICT
333 PONOMA STREET
PORT HUENEME
CA, 93044-0608

CONSULTANT

AECOM
310 GOLDEN SHORE, SUITE 100
LONG BEACH, CA 93012
UNITED STATES
T +1 (714) 567.2400 F +1 (714) 567.2594
www.aecom.com

30% DESIGN
NOT FOR CONSTRUCTION
7-22-2016

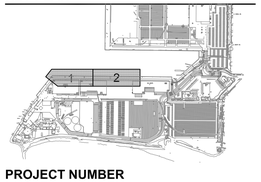
The Port OF Hueneme

REGISTRATION

ISSUE/REVISION

I/R	DATE	DESCRIPTION

KEY PLAN



PROJECT NUMBER

60503835

DRAWING TITLE

AREA MAPS, SITE LOCATION
DRAWING INDEX &
GENERAL NOTES

DRAWING NO. G1

SHEET NO. 1 of 15

Last saved by: LIZANOF(2016-07-21) Last Plotted: 2016-07-21
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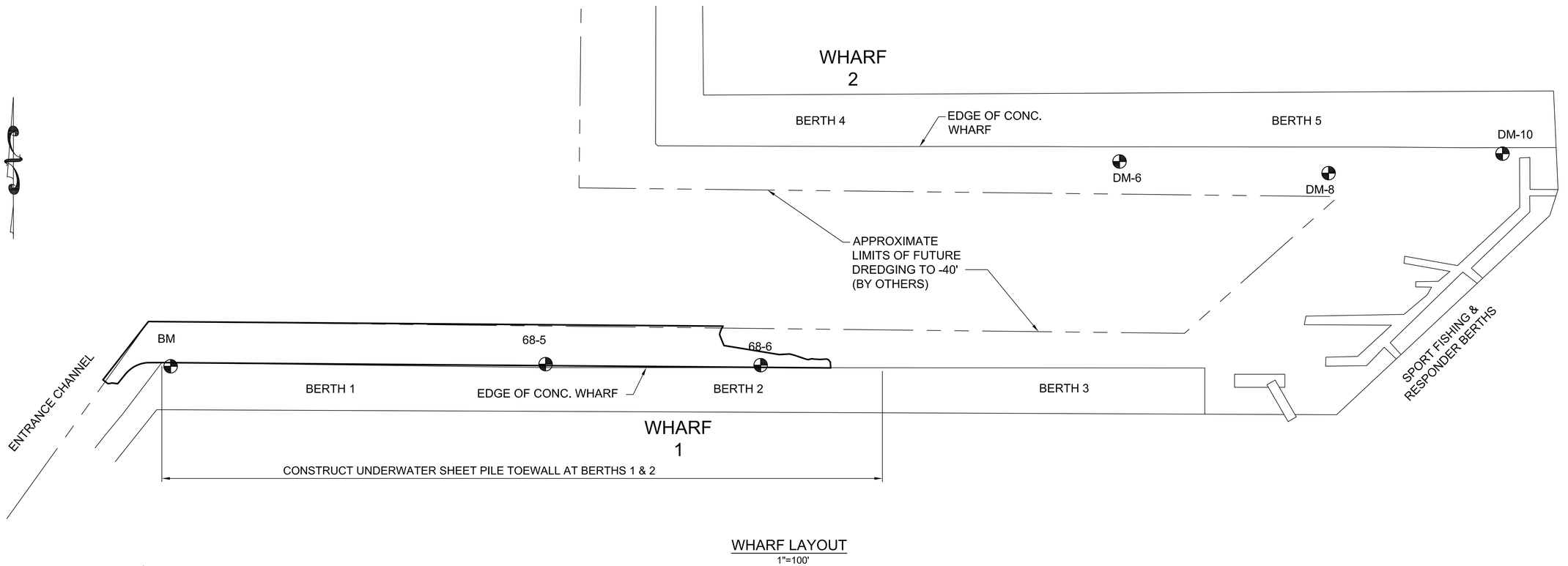
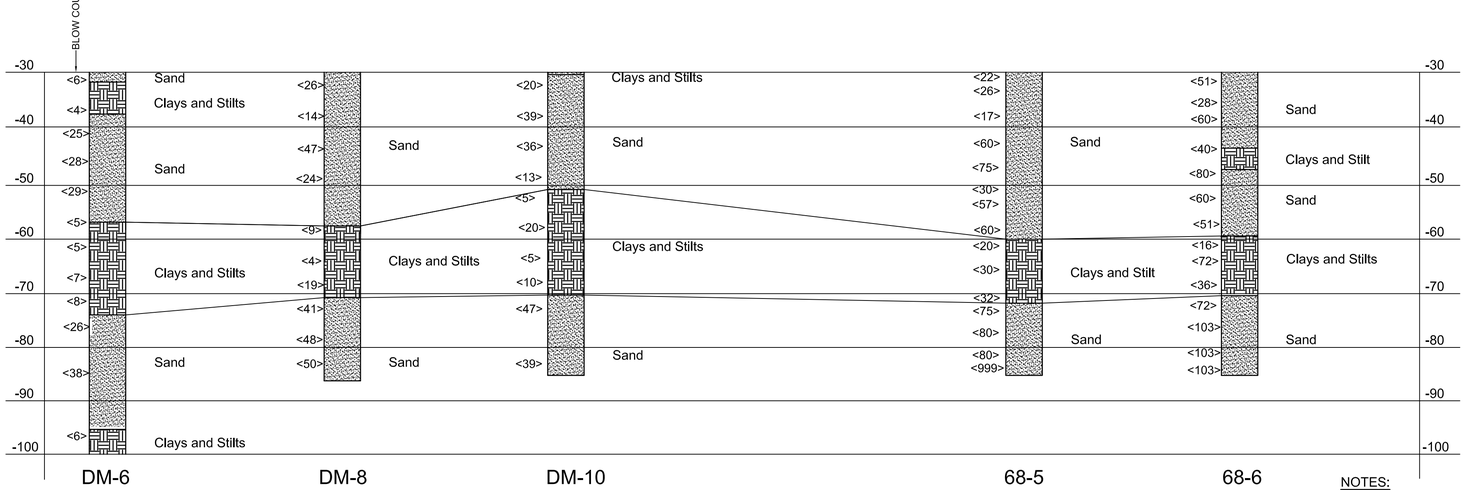


WHARF LAYOUT
1"=100'



BERTH 4 & 5

BORING HOLES PROFILE
NTS

BERTH 2
LIMITS OF
CONSTRUCTION

NOTES:

1. ELEVATIONS ARE BASED ON MLLW=0.0'
2. SOIL INFORMATION SHOWN ON THIS DRAWING IS OBTAINED FROM FUGRO WEST PROJECT MEMORANDUM DATED JUNE 12, 2001 "PRELIMINARY SUBSURFACE CROSS SECTION AND WHARF STABILITY EVALUATION, DEEP DRAFT NAVIGATION PROJECT, PORT HUENEME".

   - DM-6, DM-8 AND DM-10 ARE BORINGS MADE IN 1985 BY DAMES & MOORE FOR GEOTECHNICAL INVESTIGATION FOR PROPOSED WHARF 2 EXTENSION AND WAREHOUSE FACILITIES.
   - 68-5 AND 68-6 ARE BORINGS MADE IN 1968 BY L.T. EVANS Inc.

3. BLOW COUNTS SHOWN ARE NOT STANDARD BLOW COUNTS, SEE ORIGINAL REPORTS FOR HAMMER SPECIFICS.

GRAPHIC SCALE: 1" = 100'-0"
100' 50' 0 50' 100' 250'
DRAWING MAY BE REDUCED
CHECK GRAPHIC SCALES BEFORE USING

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PROJECT

PORT OF HUENEME

INTERMODAL
INFRASTRUCTURE PROJECT
BERTHS 1 & 2

CLIENT

PORT OF HUENEME
OXNARD HARBOR DISTRICT
333 PONOMA STREET
PORT HUENEME
CA, 93044-0608

CONSULTANT

AECOM
310 GOLDEN SHORE, SUITE 100
LONG BEACH, CA 93012
UNITED STATES
T +1 (714) 567.2400 F +1 (714) 567.2594
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I/R	DATE	DESCRIPTION

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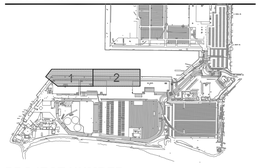


PROJECT NUMBER

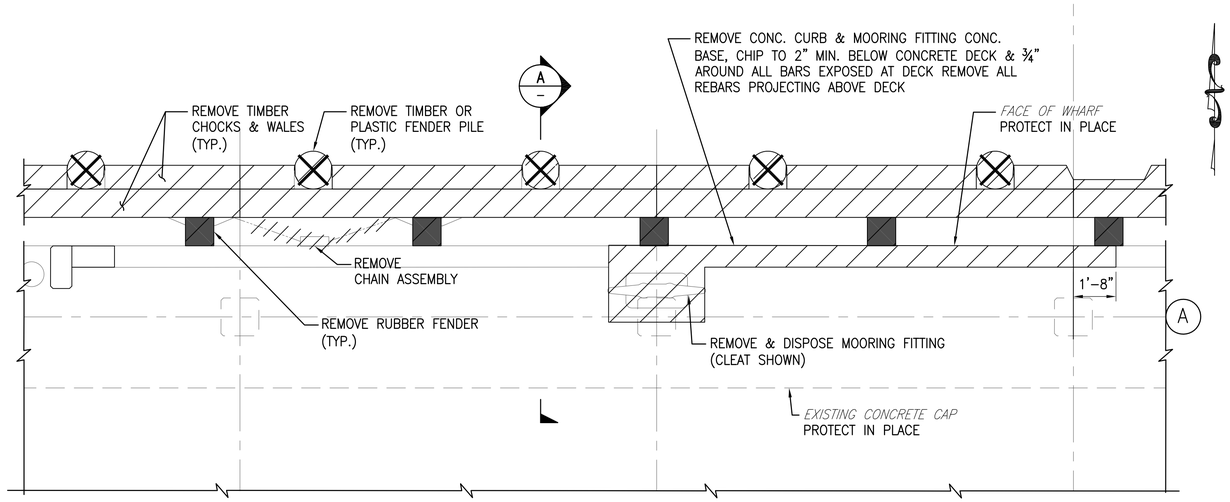
60503835

DRAWING TITLE

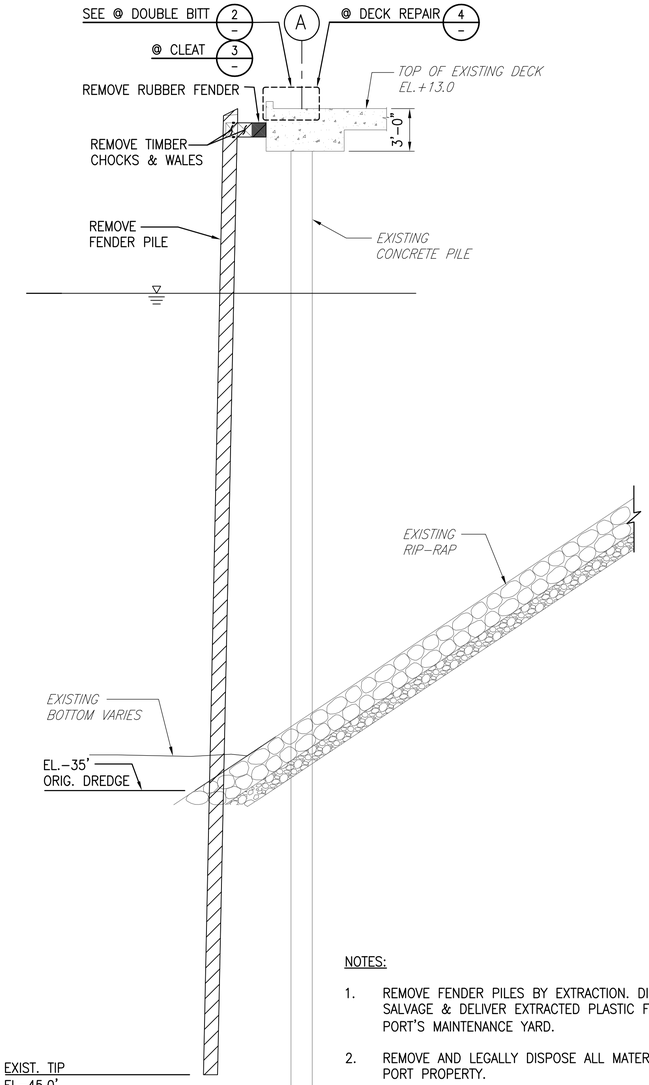
BORING LOCATION PLAN
& PROFILE

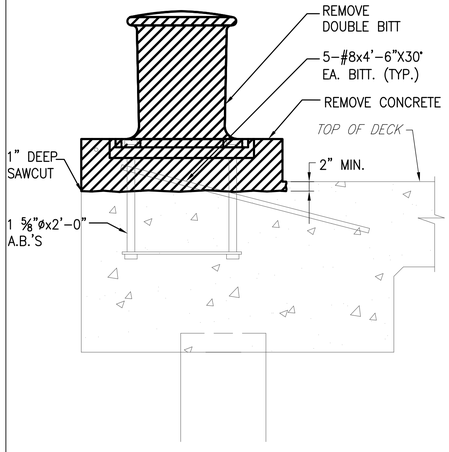
DRAWING NO. B1

SHEET NO. 2 of 15



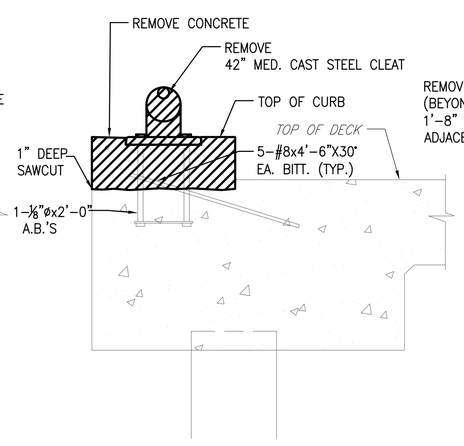
1/S1 1/S2 TYPICAL DETAIL – FENDER & MOORING FITTING DEMOLITION
SCALE: 3/8"=1'-0"





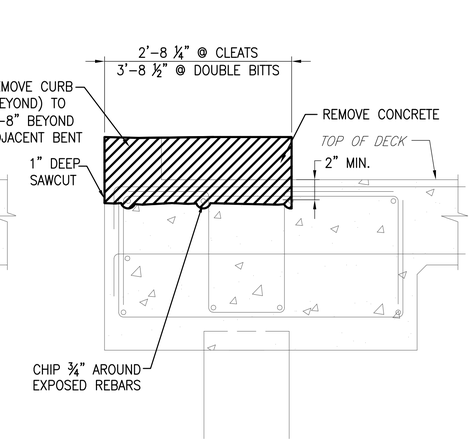
2/– DETAIL DOUBLE BITT BASE
SCALE: 3/4"=1'-0"

NOTE:
TYPICAL DECK REINFORCING NOT SHOWN – SEE DETAIL 4



3/– DETAIL @ CLEAT BASE
SCALE: 3/4"=1'-0"

NOTE:
TYPICAL DECK REINFORCING NOT SHOWN – SEE DETAIL 4



4/– DETAIL @ MOORING FITTING SHOWING DECK REPAIR
SCALE: 3/4"=1'-0"

A/S1 A/S2 A/– TYPICAL SECTION – FENDER DEMOLITION
SCALE: 3/16"=1'-0"

GRAPHIC SCALE: 3/16" = 1'-0"
5' 0 5' 10'

GRAPHIC SCALE: 3/8" = 1'-0"
1' 0 1' 2' 3' 4' 5' 6'

GRAPHIC SCALE: 3/4" = 1'-0"
1' 6" 0' 1' 2' 3' 4'

DRAWING MAY BE REDUCED
CHECK GRAPHIC SCALES BEFORE USING

NOTES:

1. REMOVE FENDER PILES BY EXTRACTION. DISPOSE TIMBER PILES, SALVAGE & DELIVER EXTRACTED PLASTIC FENDER PILES TO PORT'S MAINTENANCE YARD.
2. REMOVE AND LEGALLY DISPOSE ALL MATERIAL REMOVED OFF OF PORT PROPERTY.
3. CUT OFF ALL BOLTS AND HARDWARE FLUSH WITH FACE OF WHARF AND PATCH SURFACE WITH SPLASH ZONE EPOXY OR REMOVE COMPLETELY AND FILL HOLE WITH MORTAR.
4. LIMITS OF CONCRETE REMOVAL ARE APPROXIMATE.
5. LOCATION AND QUANTITIES OF EXISTING FEATURES MAY VARY. VERIFY IN FIELD.

AECOM

PROJECT

PORT OF HUENEME

INTERMODAL INFRASTRUCTURE PROJECT BERTHS 1 & 2

CLIENT

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PORT HUENEME
CA, 93044-0608

CONSULTANT

AECOM
310 GOLDEN SHORE, SUITE 100
LONG BEACH, CA 93012
UNITED STATES
T +1 (714) 567.2400 F +1 (714) 567.2594
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PROJECT NUMBER

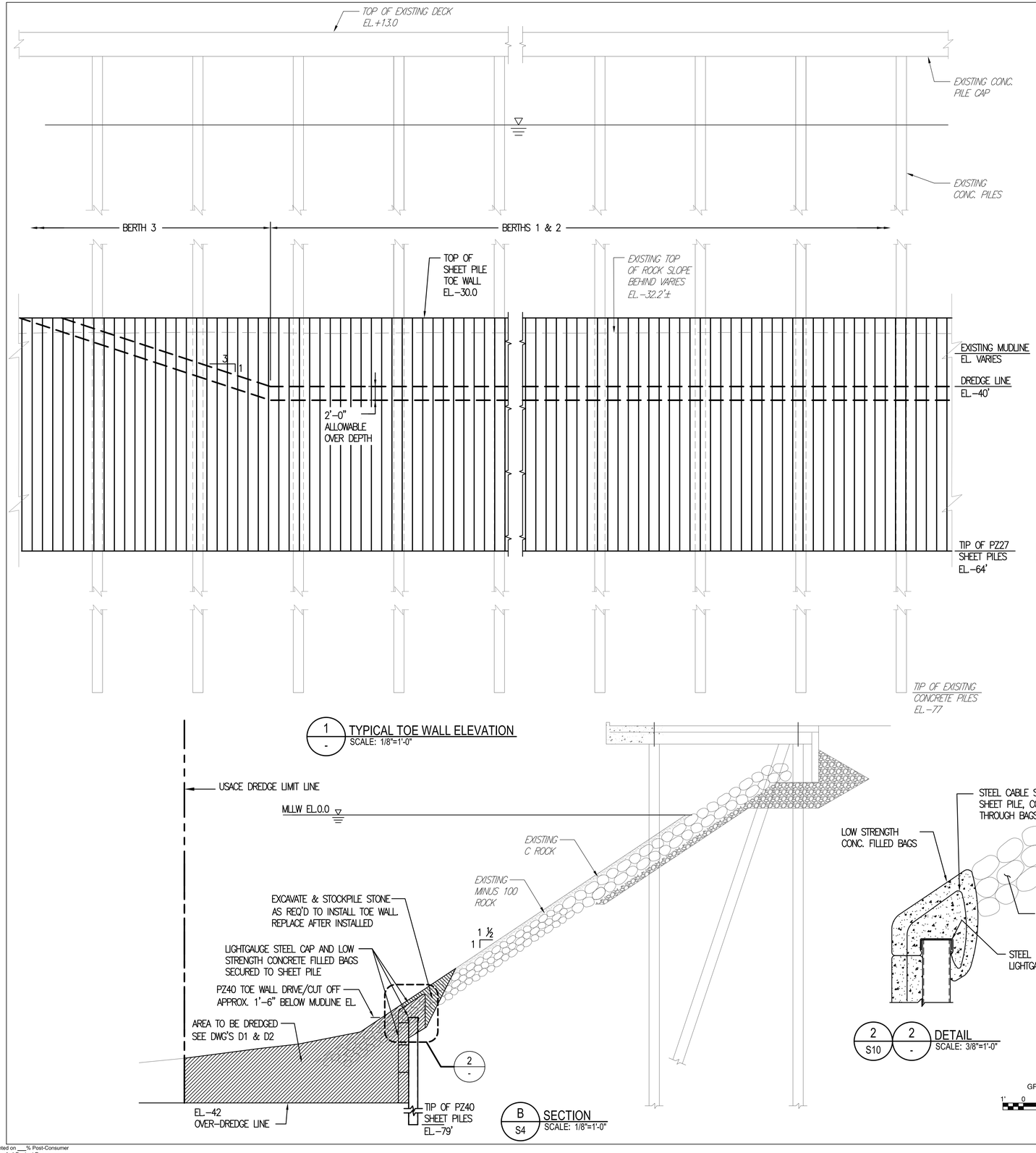
60503835

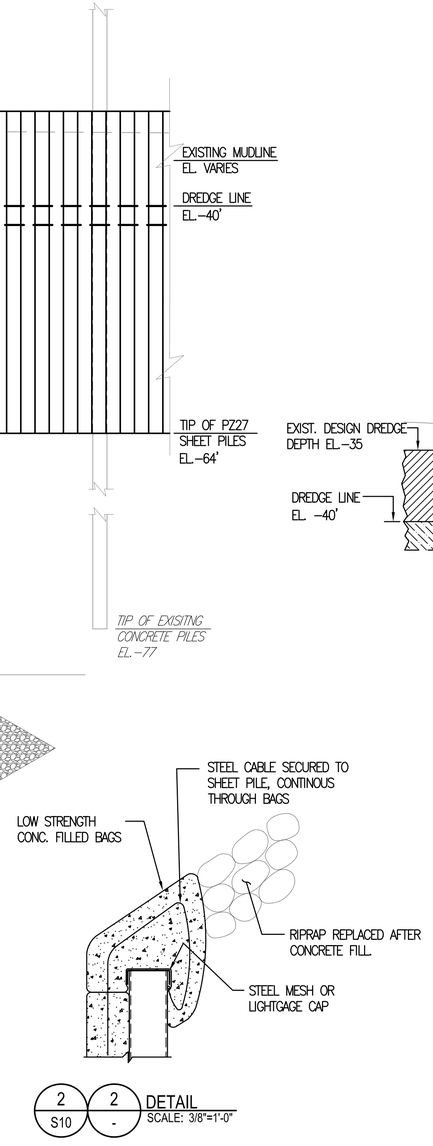
DRAWING TITLE

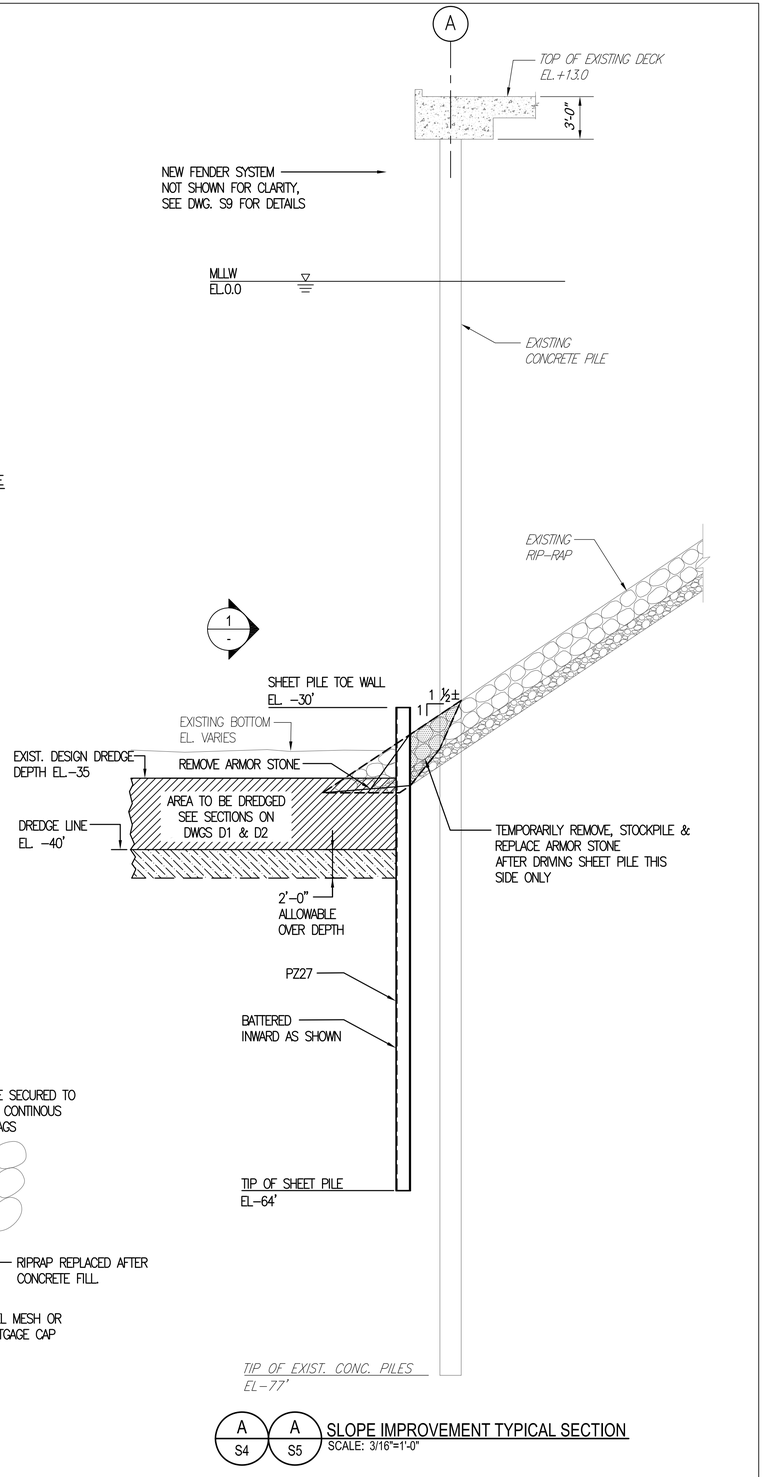
FENDER DEMOLITION
DETAIL PLAN & SECTIONS

DRAWING NO. S3

SHEET NO. 5 of 15







GRAPHIC SCALE: 3/8" = 1'-0"
1' 0 1' 2' 3' 4' 5' 6'

GRAPHIC SCALE: 3/16" = 1'-0"
5' 0 5' 10'

GRAPHIC SCALE: 1/8" = 1'-0"
5' 0' 5' 10' 15' 20' 25'

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KEY PLAN

PROJECT NUMBER

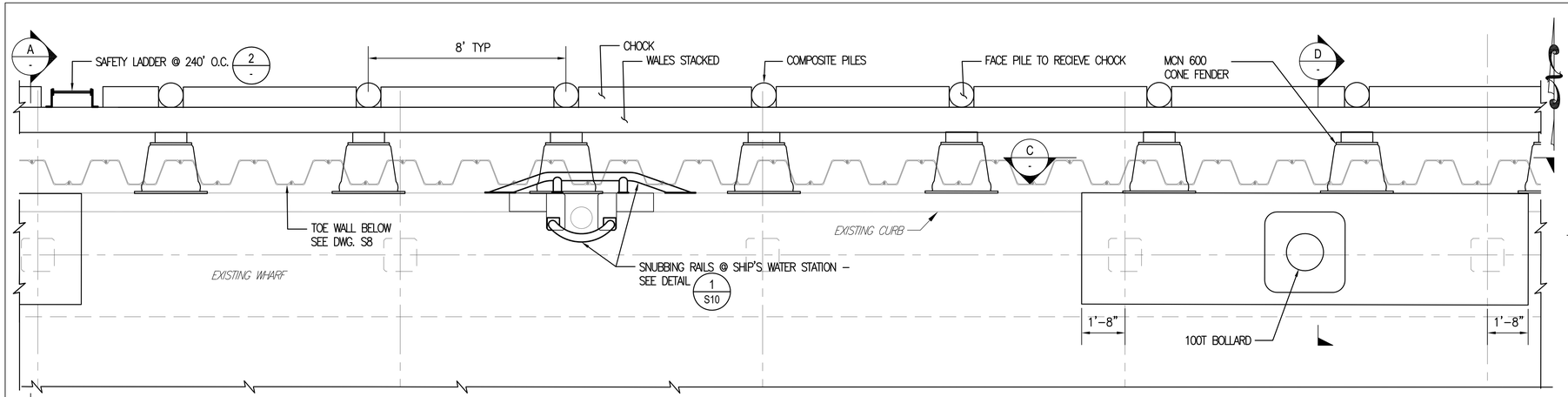
60503835

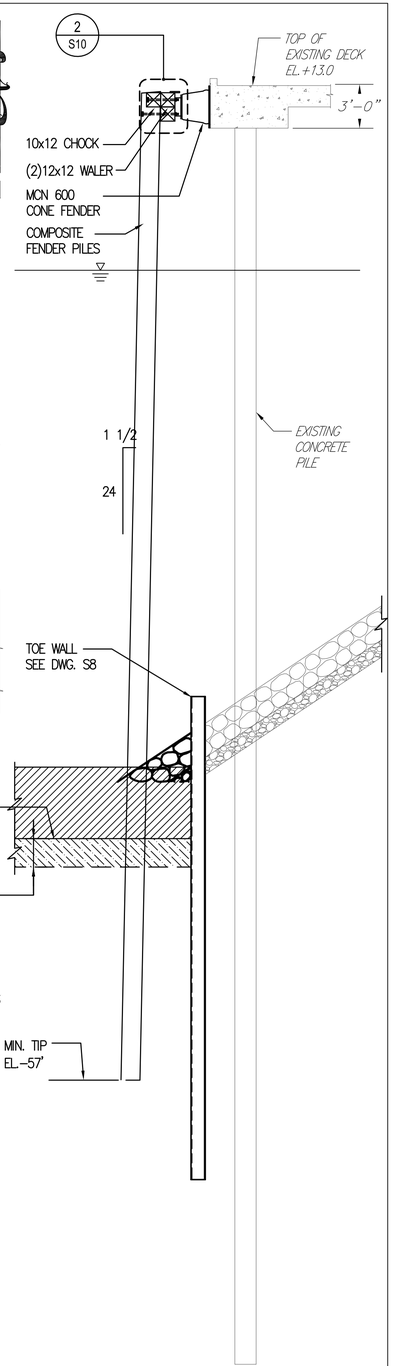
DRAWING TITLE

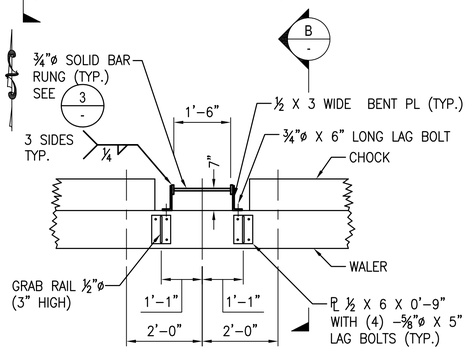
SHEET PILE TOE WALL
ELEVATION & SECTIONS

DRAWING NO. S8

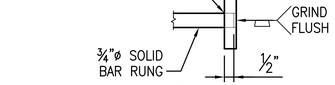
SHEET NO. 11 of 15



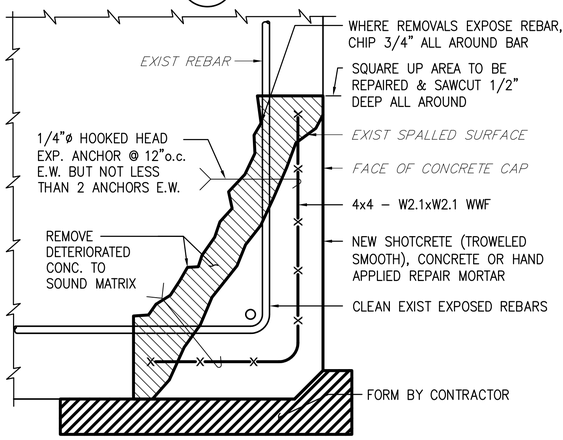




2 S6 | 2 S7 | 2 - SAFETY LADDER PLAN
SCALE: 1/2"=1'-0"

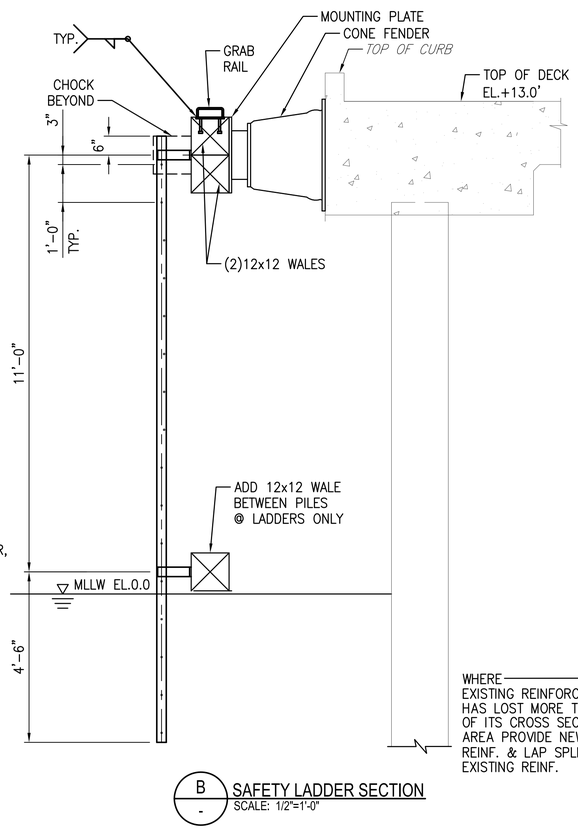


3 - DETAIL
SCALE: N.T.S.

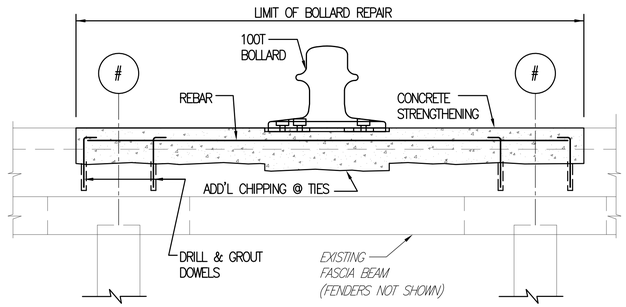


4 S1 | 4 S2 | 4 S6 | 4 S7 FASCIA SPALL REPAIR
SCALE: N.T.S.

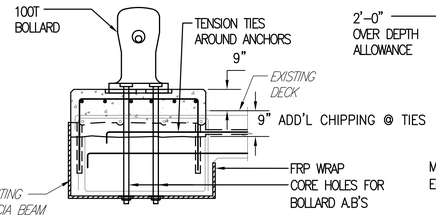
1 S6 | 1 S7 FENDER & BOLLARD DETAIL PLAN
SCALE: 3/8"=1'-0"



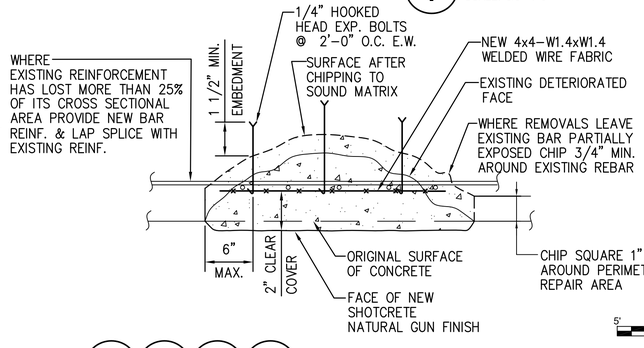
B - SAFETY LADDER SECTION
SCALE: 1/2"=1'-0"



C - SECTION
SCALE: 3/8"=1'-0"



D - SECTION
SCALE: 3/8"=1'-0"



5 S1 | 5 S2 | 5 S6 | 5 S7 SHOTCRETE REPAIR TO SOFFIT
SCALE: N.T.S.

A - | A S6 | A S7 FENDER SECTION
SCALE: 3/16"=1'-0"

GRAPHIC SCALE: 3/16" = 1'-0"
5' 0 5' 10'

GRAPHIC SCALE: 3/8" = 1'-0"
1' 0 1' 2' 3' 4' 5' 6'

GRAPHIC SCALE: 1/2" = 1'-0"
1' 6" 0 1' 2' 3' 4' 5' 6'

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333 PONOMA STREET
PORT HUENEME
CA, 93044-0608

CONSULTANT

AECOM
310 GOLDEN SHORE, SUITE 100
LONG BEACH, CA 93012
UNITED STATES
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KEY PLAN

PROJECT NUMBER

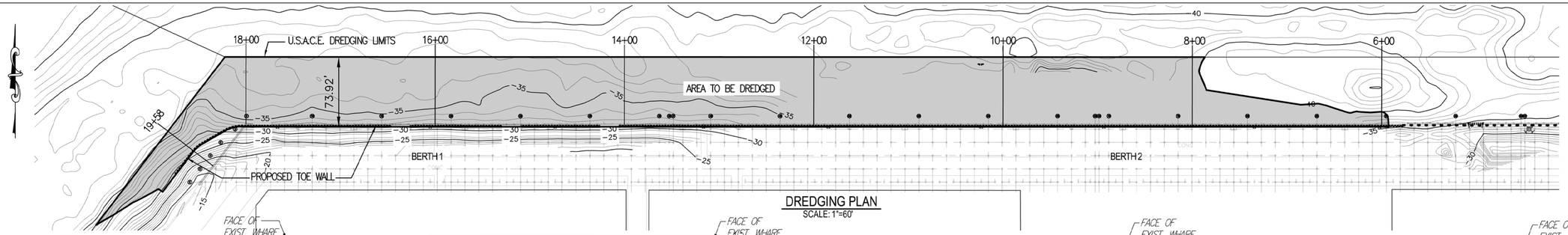
60503835

DRAWING TITLE

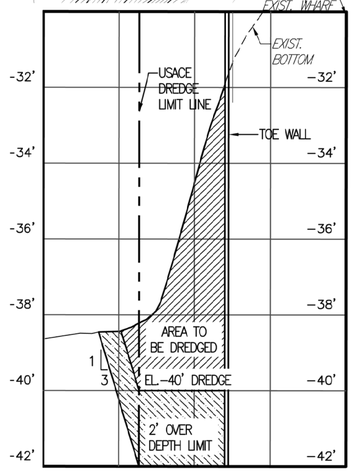
FENDER
DETAILS & SECTIONS

DRAWING NO. S9

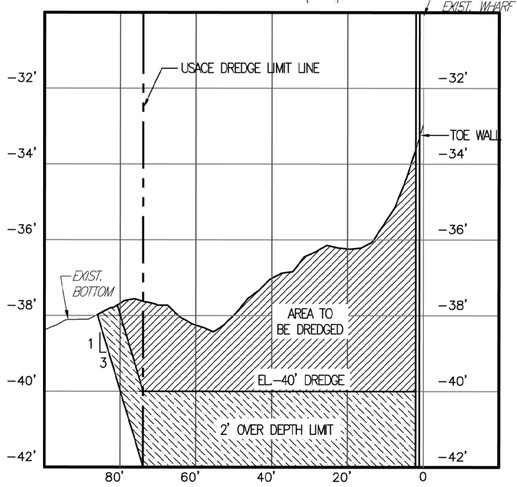
SHEET NO. 12 of 15



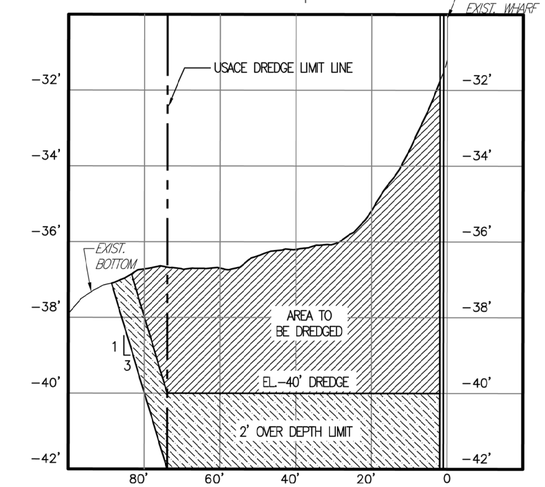
DREDGING PLAN
SCALE: 1"=60'



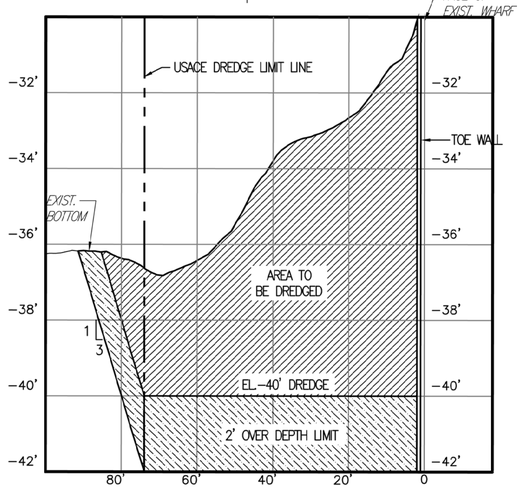
STATION 19+58
SCALE: 1"=20' H 1"=2' V



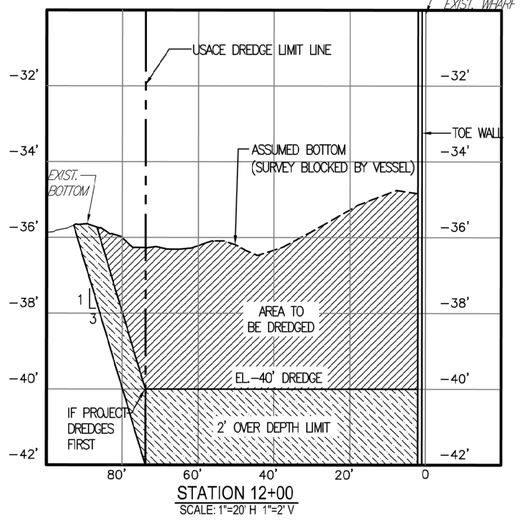
STATION 18+00
SCALE: 1"=20' H 1"=2' V



STATION 16+00
SCALE: 1"=20' H 1"=2' V



STATION 14+00
SCALE: 1"=20' H 1"=2' V



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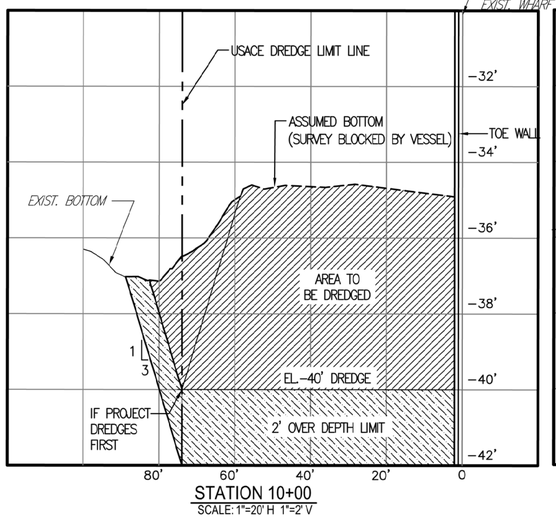

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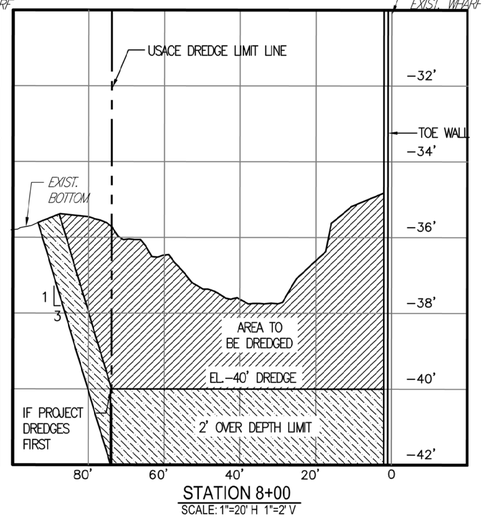

STATION 8+00
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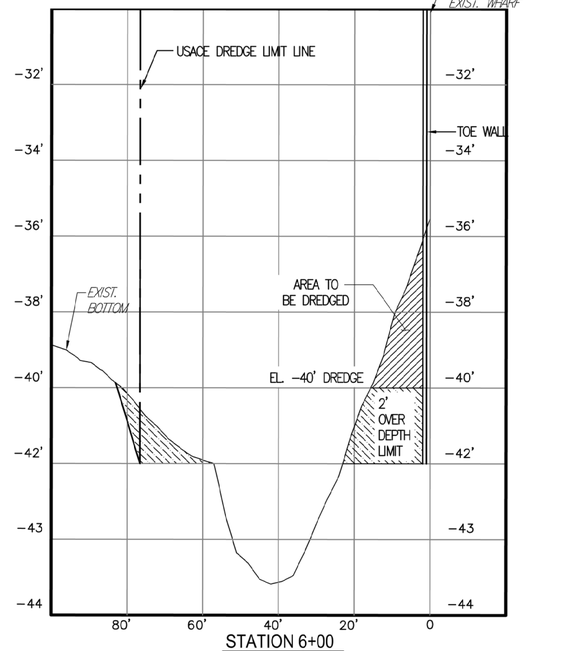

STATION 6+00
SCALE: 1"=20' H 1"=2' V

GRAPHIC SCALE: 1" = 2'-0"

GRAPHIC SCALE: 1" = 20'-0"

GRAPHIC SCALE: 1" = 60'-0"

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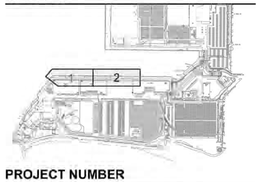


PROJECT NUMBER

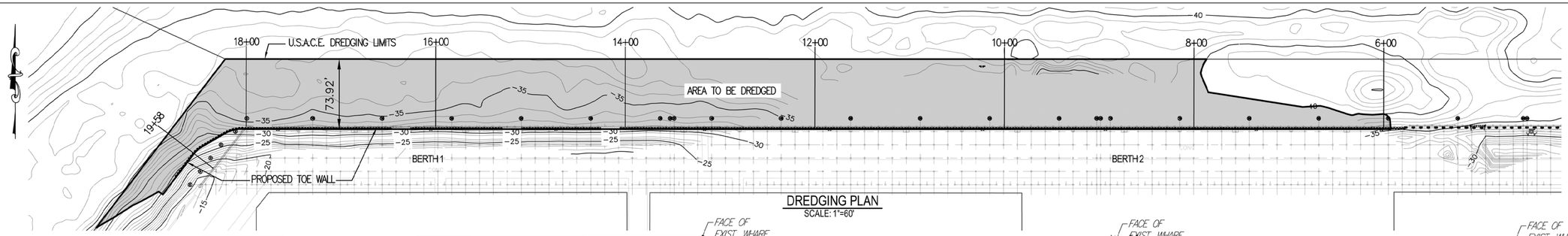
60503835

DRAWING TITLE

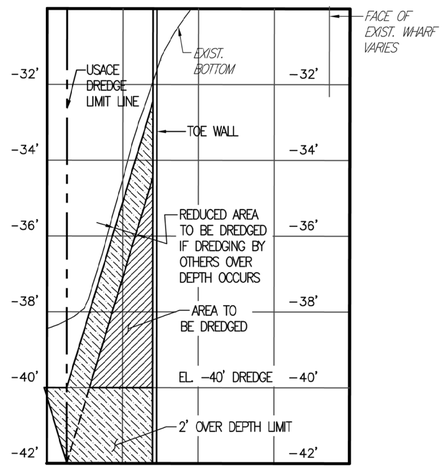
DREDGING PLAN & SECTIONS
(PROJECT DREDGES FIRST)
BERTHS 1 & 2

DRAWING NO. D1

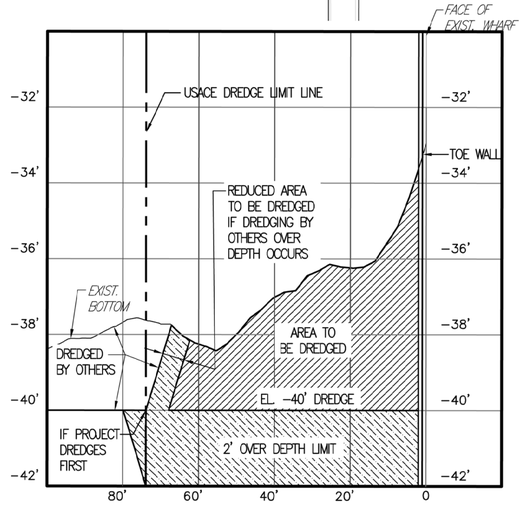
SHEET NO. 14 of 15



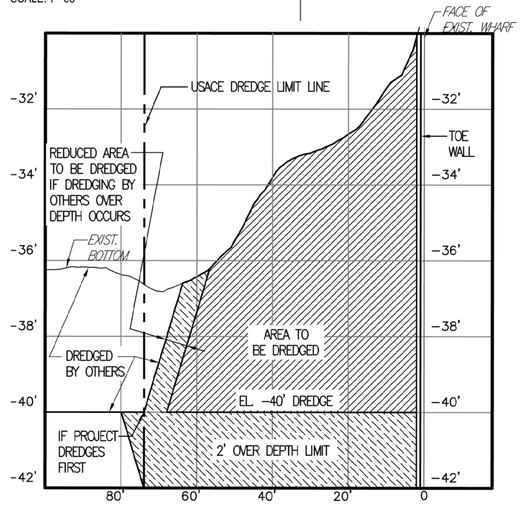
DREDGING PLAN
SCALE: 1"=60'



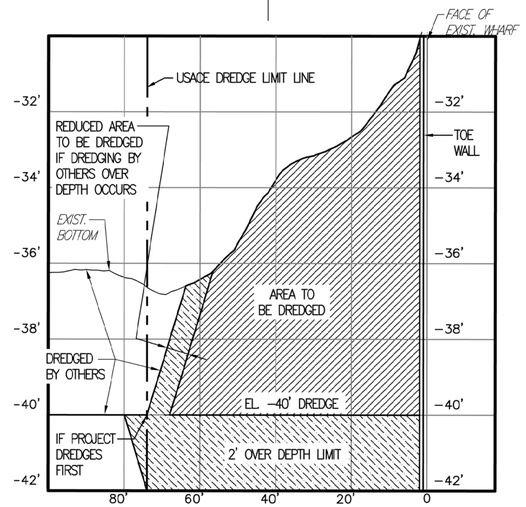
STATION 19+58
SCALE: 1"=20' H 1"=2' V



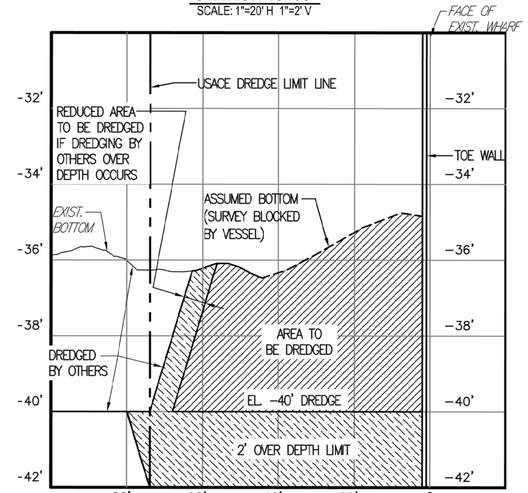
STATION 18+00
SCALE: 1"=20' H 1"=2' V



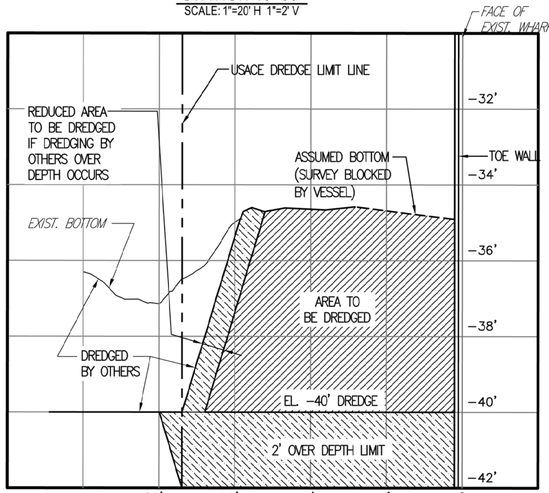
STATION 16+00
SCALE: 1"=20' H 1"=2' V



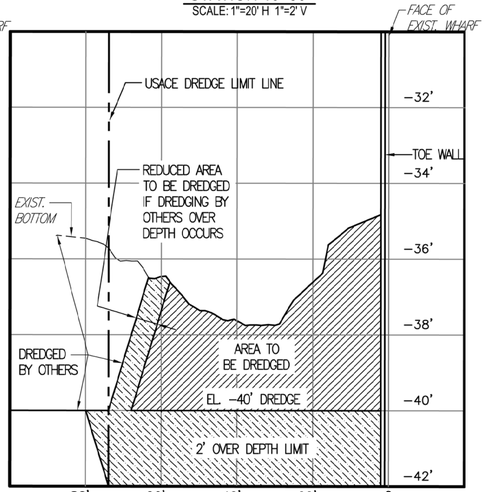
STATION 14+00
SCALE: 1"=20' H 1"=2' V



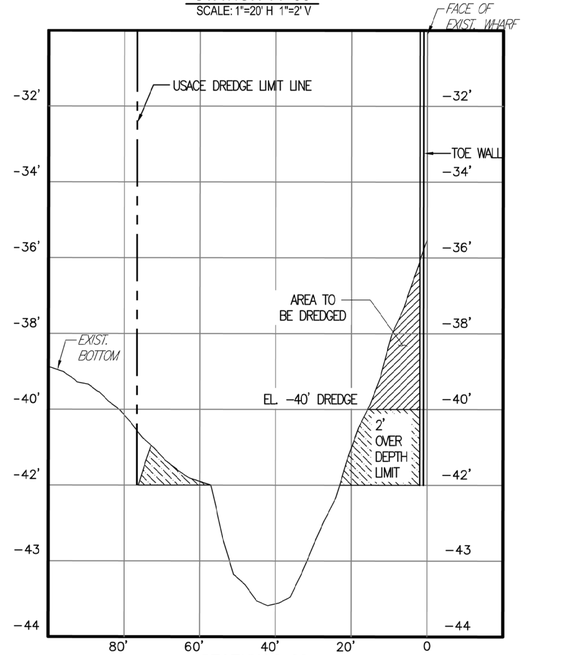
STATION 12+00
SCALE: 1"=20' H 1"=2' V



STATION 10+00
SCALE: 1"=20' H 1"=2' V



STATION 8+00
SCALE: 1"=20' H 1"=2' V



STATION 6+00
SCALE: 1"=20' H 1"=2' V

GRAPHIC SCALE: 1" = 2'-0"
2' 1' 0 1' 2' 4'

GRAPHIC SCALE: 1" = 20'-0"
20' 10' 0 10' 20' 40'

GRAPHIC SCALE: 1" = 60'-0"
20' 0 20' 40' 60' 80' 100' 200'

DRAWING MAY BE REDUCED
CHECK GRAPHIC SCALES BEFORE USING

AECOM

PROJECT

PORT OF HUENEME

INTERMODAL
INFRASTRUCTURE PROJECT
BERTHS 1 & 2

CLIENT

PORT OF HUENEME
OXNARD HARBOR DISTRICT
333 PONOMA STREET
PORT HUENEME
CA, 93044-0608

CONSULTANT

AECOM
310 GOLDEN SHORE, SUITE 100
LONG BEACH, CA 93012
UNITED STATES
T +1 (714) 567.2400 F +1 (714) 567.2594
www.aecom.com

30% DESIGN
NOT FOR CONSTRUCTION
7-22-2016

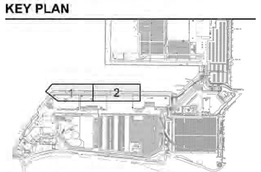
The Port OF Hueneme

REGISTRATION

ISSUE/REVISION

I/R	DATE	DESCRIPTION

KEY PLAN



PROJECT NUMBER

60503835

DRAWING TITLE

DREDGING PLAN & SECTIONS
(USACE DREDGES FIRST)
BERTHS 1 & 2

DRAWING NO. D2

SHEET NO. 15 of 15

Project Management Initials: Designer: J.M.C. Drawn: F.L. Checked: S.M.
Last saved by: LIZANOF(2016-07-20) Last Plotted: 2016-07-21
Filename: G:\DCS\PROJECTS\MARINE\60483238 PORT OF HUENEME\CAD\910 CAD_BIM\20-SHEETS\D-2.DWG

Exhibit A
DMMT Communication

From: Simon, Larry@Coastal <Larry.Simon@coastal.ca.gov>
Sent: Wednesday, June 14, 2017 11:30 AM
To: Jack Malone
Cc: Lyons, Michael@Waterboards; lawrence.j.smith@usace.army.mil; Ross, Brian; Ota, Allan; Vargas, Jessica M CIV USARMY CESPL (US); Shelly Anghera; Scianni, Melissa; Szijj, Antal J CIV USARMY CESPL (US)
Subject: RE: Oxnard Harbor District EPA Suitability Recommendation

The Coastal Commission concurs with EPA's recommendation on sediment suitability.

Larry Simon
Federal Consistency Coordinator
Energy, Ocean Resources and
Federal Consistency Division
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
(415) 904-5288
larry.simon@coastal.ca.gov
www.coastal.ca.gov

From: Jack Malone [mailto:jmalone@anchorqea.com]
Sent: Wednesday, June 14, 2017 10:56 AM
To: Scianni, Melissa; Vargas, Jessica M CIV USARMY CESPL (US); Szijj, Antal J CIV USARMY CESPL (US)
Cc: Simon, Larry@Coastal; Lyons, Michael@Waterboards; lawrence.j.smith@usace.army.mil; Ross, Brian; Ota, Allan; Shelly Anghera
Subject: RE: Oxnard Harbor District EPA Suitability Recommendation

Hello Everyone,

Thank you, Melissa, for the clear and succinct summary of EPA's recommendation.

Is there agreement from the DMMT that the Oxnard Harbor District composite OHD is suitable for unconfined aquatic disposal including placement at Hueneme Beach or in the harbor?

Thank you,
Jack

From: Scianni, Melissa [mailto:Scianni.Melissa@epa.gov]
Sent: Tuesday, June 13, 2017 8:25 AM
To: Vargas, Jessica M CIV USARMY CESPL (US) <Jessica.M.Vargas@usace.army.mil>; Szijj, Antal J CIV USARMY CESPL (US) <Antal.J.Szijj@usace.army.mil>
Cc: Simon, Larry@Coastal <Larry.Simon@coastal.ca.gov>; Lyons, Michael@Waterboards <Michael.Lyons@waterboards.ca.gov>; lawrence.j.smith@usace.army.mil; Ross, Brian <Ross.Brian@epa.gov>; Ota, Allan <Ota.Allan@epa.gov>; Jack Malone <jmalone@anchorqea.com>; Shelly Anghera <sanghera@anchorqea.com>
Subject: Oxnard Harbor District EPA Suitability Recommendation

Hi Jessica and Antal,

EPA has reviewed the Oxnard Harbor District's May 2017 Revised Sediment Analysis Report for Port Hueneme Deepening. The dredging team (myself, Brian Ross, and Allan Ota) also conferred with our Superfund Office about this project. EPA currently uses Consensus Threshold Effect Concentrations (TEC) as ecologically protective screening values for various purposes. The TEC for total PCBs in marine and estuarine sediment is 48 ppb. Please see the attached report for the source of this number.

Based on the results of the physical, chemical, and biological testing EPA recommends the sediments represented by composites "FCTN" and "FCTS" are suitable for unconfined aquatic disposal (SUAD), including placement on Hueneme Beach and back in the harbor. EPA's recommendation is based on the grain size for each of these areas as well as these sediments passing the Inland Testing Manual (ITM) suspended and solid phase toxicity bioassays.

We also recommend that composite "OHD" is SUAD for Hueneme Beach and in harbor placement based on the grain size results, these sediments passing the ITM suspended and solid phase toxicity bioassays, the tissues concentrations from bioaccumulation testing not exceeding agreed upon Toxicity Residue Values (TRVs), and the sediment PCB concentrations being below the TEC discussed above.

Please let me know if you would like discuss EPA's recommendations.
Regards,
Melissa

Melissa Scianni
Wetlands Office
US EPA, Region IX, Southern CA Field Office
600 Wilshire Blvd, Suite 1460
Los Angeles, CA 90017
(213) 244-1817
scianni.melissa@epa.gov

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Cc: Simon, Larry@Coastal; Lyons, Michael@Waterboards; lawrence.j.smith@usace.army.mil; Ross, Brian; Ota, Allan; Jack Malone; Shelly Anghera
Subject: Oxnard Harbor District EPA Suitability Recommendation
Attachments: Consensus Thresholds for sediment PCBs MacDonald et al. 2000.pdf

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Wetlands Office
US EPA, Region IX, Southern CA Field Office
600 Wilshire Blvd, Suite 1460
Los Angeles, CA 90017
(213) 244-1817
scianni.melissa@epa.gov

From: Lyons, Michael@Waterboards <Michael.Lyons@waterboards.ca.gov>
Sent: Wednesday, June 14, 2017 12:57 PM
To: Simon, Larry@Coastal; Jack Malone
Cc: lawrence.j.smith@usace.army.mil; Ross, Brian; Ota, Allan; Vargas, Jessica M CIV USARMY CESPL (US); Shelly Anghera; Scianni, Melissa; Szijj, Antal J CIV USARMY CESPL (US)
Subject: RE: Oxnard Harbor District EPA Suitability Recommendation

The Regional Board concurs with the EPA recommendation on sediment suitability.

Michael Lyons
Staff Environmental Scientist
Los Angeles Regional Water Quality Control Board
(213) 576-6718

From: Simon, Larry@Coastal [mailto:Larry.Simon@coastal.ca.gov]
Sent: Wednesday, June 14, 2017 11:30 AM
To: Jack Malone <jmalone@anchorqea.com>
Cc: Lyons, Michael@Waterboards <Michael.Lyons@waterboards.ca.gov>; lawrence.j.smith@usace.army.mil; Ross, Brian <Ross.Brian@epa.gov>; Ota, Allan <Ota.Allan@epa.gov>; Vargas, Jessica M CIV USARMY CESPL (US) <Jessica.M.Vargas@usace.army.mil>; Shelly Anghera <sanghera@anchorqea.com>; Scianni, Melissa <Scianni.Melissa@epa.gov>; Szijj, Antal J CIV USARMY CESPL (US) <Antal.J.Szijj@usace.army.mil>
Subject: RE: Oxnard Harbor District EPA Suitability Recommendation

The Coastal Commission concurs with EPA's recommendation on sediment suitability.

Larry Simon
Federal Consistency Coordinator
Energy, Ocean Resources and
Federal Consistency Division
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
(415) 904-5288
larry.simon@coastal.ca.gov
www.coastal.ca.gov

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Cc: Simon, Larry@Coastal <Larry.Simon@coastal.ca.gov>; Lyons, Michael@Waterboards <Michael.Lyons@waterboards.ca.gov>; lawrence.j.smith@usace.army.mil; Ross, Brian <Ross.Brian@epa.gov>; Ota, Allan <Ota.Allan@epa.gov>; Jack Malone <jmalone@anchorqea.com>; Shelly Anghera <sanghera@anchorqea.com>
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