

Notes for April 22, 2020
Southern California Dredged Material Management Team (SC-DMMT) Meeting
US Army Corps of Engineers - Los Angeles District (4 Pages)

Attendance (*phone):

Stephen Estes* (Corps Regulatory)
Amanda Wagner* (Corps Regulatory)
Gerry Salas* (Corps Regulatory)
Theresa Stevens* (Corps Regulatory)
Robert Smith* (Corps Regulatory)
Vanessa Navarro* (Corps Regulatory)
Miriam Yemane* (Corps Regulatory)
Lisa Mangione* (Corps Regulatory)
Joe Ryan* (Corps Coastal)
Natalie Martinez* (Corps Planning)
Larry Smith* (Corps Planning)
Chris Chabot* (Corps Planning)
Kirk Brus* (Corps Planning)
Chris Hayward* (Corps Engineering)
Jeff Devine* (Corps Engineering)
Melissa Scianni* (USEPA)
Allan Ota* (USEPA)
Carol Roberts* (USFWS)
Bryant Chesney* (NMFS)
Emily Duncan* (RWQCB Region 4)
L.B. Nye* (RWQCB)
Cris Morris* (RWQCB)
Jason Freshwater* (RWQCB)
Peter Von Langen* (RWQCB, Region 3)
Marc Brown* (RWQCB, Region 8)
David Woelfel* (RWQCB, Region 8)
Alan Monji* (RWQCB, Region 9)
Larry Simon* (CCC)
Loni Adams* (CDFW)
Kat Prickett* (POLA)
Chris Brown* (POLA)
Taewon Kim* (POLA)
Briella Matsumoto* (POLA)
Cristian Centeno* (POLA)
Barry Snyder* (Wood Environment & Infrastructure Solutions)
Kimbrie Gobbi* (Wood Environment & Infrastructure Solutions)
Stephen Campbell* (Wood Environment & Infrastructure Solutions)
Leanne Hirsch* (Wood Environment & Infrastructure Solutions)
Tyler Huff* (Wood Environment & Infrastructure Solutions)

Announcements: None

Berth 24 Maintenance Dredging Project

- Project will utilize Port's Regional General Permit No. 29 for Maintenance Dredging.
- Presentation given on the Sampling and Analysis Plan
- Maintenance dredging at Cabrillo Boat Launch
 - o Needed because of access limitations and impacts to floating dock.
 - o Proposed dredge area approximately 0.25 acre.
 - o Maintenance dredging to -6 feet mean lower low water plus a 2-foot overdredge allowance.
 - o Approximately 1,285 cy total proposed for dredging.
 - o Proposed disposal location Port of Los Angeles approved Confined Disposal Facility (CDF) at Berth 243-245.
- Last dredging event in 2015, approximately 2,000 cubic yards
 - o Evaluated for placement at Berths 243-245 CDF and possible beach placement at adjacent Cabrillo Beach
 - o Fine grain sizes and elevated chemical levels showed beach placement was not appropriate
 - o Sediment placed at Berths 243-245 CDF
- Sample collection will follow ITM protocols
 - o Samples will be collected using a vibracore at 5 locations
 - o For chemical and physical analyses
 - 2 bulk sediment composite samples will be prepared – one to design plus over dredge depth and one Z-layer sample
 - One elutriate sample of material to design plus site water
 - One site water sample
- Sample analysis approach designed to ensure material is non-hazardous and determine effects to water quality during dredging and disposal activities

Questions (paraphrased):

- 1) USACE, Theresa Stevens – Clarify the dredge footprint relative to the area between the boat launch dock and the jetty (shown in the presentation photo)?
 - a. POLA – Dredging will only occur on the Harbor side of the dock. Sediment will be dredged from under the dock to not compromise pier pilings and allowed to naturally slough down the side slope in order to prevent further impact to the floating dock.
 - b. Joe Ryan sent out a Google Earth image to the DMMT to show where the boat launch is in relationship to the rip rap jetty.
- 2) USACE, Larry Smith – If the material is going into the CDF, and given previous sampling results, is sampling required for this effort?
 - a. USACE, Theresa Stevens – Other agency input required.
 - b. POLA – It's always been our practice to perform sampling and testing for maintenance dredging projects, even if materials are to be placed within the CDF. But interested to hear from other agencies
 - c. LA RWQCB, Emily Duncan – Yes, we usually do sampling and testing but could look at the project more closely to see if it is needed for this event.
 - d. USEPA, Melissa Scianni – Age of previous data could be a concern.
 - e. USACE, Theresa Stevens – will follow up with LARWQCB and USEPA
- 3) CDFW, Loni Adams – Is there eelgrass in the vicinity of the project?

- a. Kat Prickett – Yes there is likely eelgrass. Will perform pre- and post-construction eelgrass surveys. Have capacity at Cabrillo Eelgrass Mitigation Site for impacts outside of footprint mitigated for after 2015 dredging.

To Do: USACE to follow up with LARWQCB and USEPA. POLA to provide requested data from previous sampling efforts. POLA will be performing pre- and post-, as required, construction eelgrass surveys at Berth 24.

SAP Approval:

- 1) USACE, Theresa Stevens – Does DMMT approve SAP?
 - a. Verbal approval from USFWS, Coastal Commission, USACE. No objection.
 - b. The SAP was approved for use if determined that sampling is required.
 - c. As a follow up, Theresa coordinated with Emily Duncan (RWQCB) to determine if additional sampling was required at Berth 24; on May 4, 2020 the RWQCB indicated they would defer to the EPA but the EPA previously stated they were deferring to the RWQCB. After this was pointed out, and because the material would be disposed at the CDF, the RWQCB determined no additional sediment characterization was required. The USACE concurs with the RWQCB decision.

Berth 36 Maintenance Dredging Project

- Project will also utilize Port's Regional General Permit No. 29 for Maintenance Dredging.
- Presentation given on the Sampling and Analysis Plan
- Maintenance dredging at Cabrillo Yacht Club
 - o Needed to provide safe berthing and vessel access.
 - o Proposed dredge area approximately 0.17 acre.
 - o Maintenance dredging to -13 feet mean lower low water plus a 2-foot overdredge allowance.
 - o Approximately 932 cy total proposed for dredging.
 - o Proposed disposal location Port of Los Angeles approved Confined Disposal Facility (CDF) at Berth 243-245.
- Historical dredging events in 2001 and 2015
 - o In 2001, approximately 400 cy of material were placed at the Anchorage Road Sediment Storage Site due to elevated levels of pesticides and organics in the material.
- Last dredging event in 2015, approximately 2,000 cubic yards
 - o Evaluated for placement at Berths 243-245 CDF
 - o Was comprised of 75 percent sand but had elevated levels of metals and pesticides
 - o Sediment placed at Berths 243-245 CDF
- Sample collection will follow ITM protocols
 - o Samples will be collected using a vibracore at 5 locations
 - o For chemical and physical analyses
 - 2 bulk sediment composite samples will be prepared – one to design plus over dredge depth and one Z-layer sample
 - One elutriate sample of material to design plus site water

- One site water sample
- Sample analysis approach designed to ensure material is non-hazardous and determine effects to water quality during dredging and disposal activities

Questions (paraphrased):

- 1) Following discussion of two large storm drains adjacent to the dredge footprint, it was agreed that there was no question that Berth 36 would require sediment sampling.
- 2) CDFW, Loni Adams – Is there eelgrass in the vicinity of the project?
 - a. POLA – Historical studies of this area have not shown any eelgrass within the dredge footprint. Most recent survey of LA Harbor in 2018 indicated some eelgrass in the marina to the west of the site. POLA will be performing pre- and post-, as required, construction eelgrass surveys at Berth 36.
 - b. CDFW – Will silt curtains be used?
 - c. POLA – Yes, use of silt curtains is in bid specifications for both Berth 36 and Berth 24 projects.

SAP Approval:

- 1) USACE, Theresa Stevens – Does DMMT approve SAP?
 - a. Verbal approval from USFWS, Coastal Commission, USACE, EPA. No objections.
 - b. The SAP was approved for use.

Port Hueneme Deepening Project

Sediment data for the Port Hueneme Deepening Project is approaching the three-year point at which such data are considered to be out of date. The Corps provided recent bathymetric data that shows a minor amount of sedimentation has occurred over the time period since the end of the sampling program and current conditions. The Corps requested that the sediment data be considered for an additional year due to this apparent lack of sedimentation, which means that the data still accurately reflect current sediment quality parameters.

The reason for the delay was that the initial responses to bids all exceeded the government cost estimate for the work and we had to withdraw the offer. We will be re-advertising the bid to allow for nearshore placement of all suitable sediments as an option in order to open the process to more contractors and thus get a better price.

There followed a brief discussion on the request with no objections presented.

SAP Approval:

USEPA, Coastal Commission, and Water Board representatives agreed that the extension be allowed, including the option to place all suitable sediments in the nearshore placement area with none directly on the beach.