

Agenda for June 25, 2025 & Notes

Southern California Dredged Material Management Team (SC-DMMT) Meeting

(SLO, Santa Barbara, Ventura, L.A., Orange, San Diego Counties)

US Army Corps of Engineers - Los Angeles District

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Regulatory Corps Lead: Genevieve Holdridge

Notetaker: Robert Smith

Roll Call and Announcements: 10:00 – 10:05 AM

PART 1

Project #1: 10:05 – 10:35 AM

- 1) Project name:** Linda Isle Lagoon Maintenance Dredging
- 2) Applicant's name & affiliation:** Linda Isle Community Association represented by Keith Merkel, Merkel & Associates
- 3) Project type (Regulatory/Navigation):** Regulatory
- 4) Corps project manager who will attend:** Geraldo Salas
- 5) Purpose/topic (draft SAP, revised SAP, SAPR):** Draft SAP
- 6) Request for suitability determination? (y/n):** N
- 7) Documents provided (emailed, or FTP link):** email
- 8) Time requested:** 30 minutes

Notes:

Persons Attending:

Corps: Robert Smith, Jim Fields, Genevieve Holdridge, Larry Smith; Kimberly Lyons, Joe Ryan, Gerry Salas, Chris Miller EPA: Melissa Scianni, NMFS: Andrea Dell' Apa, USFWS: Sandy Vissman, CCC: Jules Kelly, Jeremy Smith, CRWQCB: Eric Becker, Hossein Shahrokhnia, Claudia Tenorio, CDFW: Leslie Hart, Consultants: Keith Merkel,

Christian Johansson HDR; Delaney Inman Anchor QEA; Derek Lerma Rincon Consultants

Announcements: Genevieve opened the meeting and ran the meeting and Robert Smith took notes. She had some announcements that included announcing the departure of former Corps DMMT staff who had retired including Deanna Cummings, Theresa Stevens, and Susan Gayagas who would be greatly missed, and she wished them good luck in their retirement and thanks for their service to the DMMT group. Also, she reiterated that it was important for everyone to get their info in time for getting on the DMMT list on the third Wednesday of every month. Also, the main notes from the last DMMT were now out for review by the DMMT group and please put your name and organization in the chat box for this DMMT.

Keith then went over the Project 1 description which is a dredging and disposal project at Linda Isle Lagoon in Newport Bay with LA-3 ocean disposal at LA-3 (39,072 cy) which was near the RGP 54 permit margin area with design depths of -8 ft. to -10 ft. MLLW. Keith noted that the project area had not been dredged since construction and there were recent groundings. RGP 54 covers perimeter but not Lagoon Core. Eelgrass impact mitigation has prevented dredging since at least 1998. Caulerpa infestation in Newport Bay has created an opportunity for out of kind mitigation for eelgrass through contributing to Caulerpa eradication.

Keith then discussed that RGP 54 sediment characterization and maintenance testing has been done around the perimeter of the lagoon in 2022 (Anchor QEA 2023) for unrestricted disposal at the LA-3 ODMDS. Material proposed for beach replenishment or nearshore placement must have grain size verification and chemical testing for DDTs with agency concurrence to verify suitability prior to placement." (Anchor QEA 2023). Z-layer testing is required to confirm post-dredge surface contains DDT concentrations less than 18.0 ppb." (Anchor QEA 2023). Vibracore sampling at 8 stations with 3 in Lagoon Channel and chemical testing for disposal at LA-3 ODMDS with a single composite sample and biological testing and solid phase and suspended particulate/Bioaccumulation Phase. Also, Z-layer testing for DDT would occur with 8 individual cores first 6 inches below paid overdepth.

Agencies then discussed the presentation and Melissa Scianni from EPA opened with stating she had no questions on the SAP itself but asked about the permitting relative to RGP 54. Keith responded that the project would be done under separate permitting than RGP 54 and the dredging would be different than RGP 54 depths. Melissa also asked about the Z layer testing and whether that would occur to a -15 ft. Mean Lower Low Water (MLLW) and could the Corps dredge deeper? Keith said that the dredging depth is at -10 ft. MLLW but they could share the results with Melissa. Genevieve then asked about comments from the Corps, CRWQCB, CCC, and NMFS for the revised testing SAP. Gerry from the Corps was okay with a revised testing SAP and Larry from the Corps stated that we needed a record of approval for the revised testing SAP.

Claudia from the CRWQCB had comments that she needed more time to review the testing SAP, and that sufficient Z layer testing was needed and she had vessel/navigation clarification issues that Keith responded that larger vessels could avoid certain areas near the eelgrass area. Melissa also said 6 inches would be ok for the Z layer testing. Andrea from NMFS then asked about the eelgrass area and accretion and Keith responded that the proposed dredging goes to 20% (-2 ft.) and should not accrete into the eelgrass area. Andrea also wanted a revised Table 3 which Keith said he would add. Keith then summarized that he would revise the testing SAP for revised Z layer testing, a revised bulkhead impacts discussion, and archiving corrections.

Genevieve then asked the agencies for their determination for the testing SAP approval and the agencies replied as follows:

Melissa from EPA was ok with a revised testing SAP with the agency comments and Keith's response to be included in the revised testing SAP. Corps, USFWS, CCC, and NMFS had no comments or were ok with the revised testing SAP. CRWQCB stated that they had to review the testing SAP more but could respond with an email in one week or by July 2, 2025.

Project #2: 10:35 – 11:05 AM

- 1) Project name:** Project name: OCTA Coastal Rail Stabilization Priority Projects
- 2) Applicant's name & affiliation:** Jason Lee, Program Manager, Capital Programs, OCTA
- 3) Project type (Regulatory/Navigation):** Regulatory
- 4) Corps project manager who will attend:** Veronica Li
- 5) Purpose/topic (draft SAP, revised SAP, SAPR):** SAPR
- 6) Request for suitability determination? (y/n):** Y
- 7) Documents provided (emailed, or FTP link):** Documents attached
- 8) Time requested:** 30 minutes

Corps: Robert Smith, Jim Fields, Veronica Li, Genevieve Holdridge, Larry Smith; Kimberly Lyons, Joe Ryan, Gerry Salas, Chris Miller EPA: Melissa Scianni, NMFS: Andrea Dell' Apa, USFWS: Sandy Vissman, CCC: Jules Kelly, Jeremy Smith, CRWQCB: Eric Becker, Hossein Shahrokhnia, Claudia Tenorio, CDFW: Leslie Hart, Consultants: Keith Merkel, Christian Johannson HDR; Delaney Inman Anchor QEA; Derek Lerma Rincon Consultants, Jason Lee (OCTA), Zachary Urabe GHD

Jason Lee presented the project for a revised draft SAPR suitability determination to the DMMT agencies that OCTA is proposing an approach to supply up to 30,000 cy of sand from an inland location and up to 210,000 cy from an offshore location to restore the eroded bluffs and rail lines near the coast in San Clemente under an emergency Coastal development permit and Corps permit. The draft Sampling and Analysis Plan Results Report (SAPR) documents results of testing done in support of the Sampling and Analysis Plan (SAP) presented to the Dredged Material Management Team (DMMT) at the May 28, 2025 meeting and then at the meeting on June 25, 2025. The results are for the Garnet Pit located in Palm Springs, which is the inland quarry proposed for the project. The Garnet Pit is located at 5400 N Indian Canyon Dr, Palm

Springs, CA, approximately 70 miles northeast of the project site in San Clemente, and is operated by Chandler Sand and Gravel, LLC (Chandler). The quarry is characterized as a commercial sand pit with the ability to produce multiple types of sand. A vicinity map is shown in Figure 1 and the stockpiled material to be investigated is in Figure 2 of the SAPR. Also, the project is described in the Corps San Clemente Shoreline Feasibility Study done near this project.

Jason explained that the project was involved with a Tier 1 assessment for the repair of existing riprap and sand placement in Areas 1 & 2, installation of a new catchment wall in Area 3, and the reinforcement of existing riprap and sand placement in Area 4. The four areas were identified in the Coastal Rail Resiliency Study – Initial Assessment Technical Memorandum dating to January 2024. The 2024 assessment identified four areas that were particularly susceptible to impacts from bluff failure on the landward side of the tracks (Area 3) and from coastal erosion on the seaward side of the tracks (Areas 1, 2, & 4), which could lead to disruptions in rail service and pose imminent risk to life and property. Jason also mentioned that the stockpile at the Garnet Pit sand source has been moved. He then presented the chemical testing and grain size results of the SAPR.

Grain size results indicated that 2.2% of the material passed the #200 Sieve which is below the 10% threshold for fine content. The median grain size of the sample is approximately 0.40 mm, which is larger than the median grain size of 0.12 mm reported at the receiver site. Both the grab sample from the Garnet Pit and the sample from the representative stockpile are coarser than the upper limit and indicate grain size compatibility with the material at the receiver site.

Jason further explained that chemical testing shown in the SAPR in Table 1 indicated that chemical test results were compared to the Effective Low Range levels published in the Sampling and Analysis Report Guidelines to identify potential contaminants. The physical tests results showed that the material from the Garnet Pit is coarser than the material at the receiver site and chemical tests did not measure any contaminants above the ERL levels, indicating the Garnet Pit is a suitable source for beach nourishment at bluff receiver site.

Genevieve then asked the agencies for their determination for the SAPR approval, and the agencies replied as follows: Melissa from EPA, the Corps, NMFS (Andrea), USFWS (Vissman), CCC (Jules Kelly), and CRWQCB (Becker) had no objections with the SAPR.

Project #3: 11:05 AM – 11:35 PM

- 1) Project name:** Marine Group Boat Works Chula Vista Facility Maintenance Dredging
- 2) Applicant's name & affiliation:** Marine Group Boat Works
- 3) Project type (Regulatory/Navigation):** Regulatory
- 4) Corps project manager who will attend:** Max Roseman
- 5) Purpose/topic (draft SAP, revised SAP, SAPR):** Supplemental SAP
- 6) Request for suitability determination? (y/n):** n
- 7) Documents provided (emailed, or FTP link):** Attached to this email
- 8) Time requested:** 30 min

Wrap Up Part 1 & General Discussion: 11:35 AM – 11:45 AM

Corps: Robert Smith, Jim Fields, Veronica Li, Genevieve Holdridge, Larry Smith; Kimberly Lyons, Joe Ryan, Melissa Scianni, NMFS: Andrea Dell' Apa, USFWS: Sandy Vissman, CCC: Jules Kelly, Jeremy Smith, CRWQCB: Eric Becker, Hossein Shahrokhnia, Claudia Tenorio, CDFW: Leslie Hart, Consultants: Keith Merkel, Christian Johansson HDR; Delaney Inman Anchor QEA; Derek Lerma Rincon Consultants, Chris Osuch and Adam Gale Anchor QEA.

Chris Osuch presented the supplemental SAP dated June 2025 for the Marine Group Boat Works, LLC's (MGBW's), Chula Vista Facility that is proposing to conduct maintenance dredging within their facility to a design depth of -15 ft. MLLW (1,830 cy-2,569 cy) to ensure safe navigation. Dredged material was characterized to determine suitability for ocean disposal at LA-5.

Sediment sampling was conducted in December 2024 with one composite sample submitted for physical, chemical, and biological testing. Z-layer samples from each core were analyzed for contaminants of concern, as requested by the CRWQCB as the Sampling and Analysis Report was presented to the DMMT on May 28, 2025. Chris discussed that there were EO and clay issues that could be a reference sampling process issue.

Following the above DMMT meeting, the CRWQCB requested additional dredging at three stations (MGBW-02, MGBW-04, and MGBW-05) due to elevated Z-layer concentrations. To achieve a clean Z-layer, MGBW is proposing additional dredging to a slightly deeper elevation of native BayPoint Formation hard rock. Sediment below the design depth and overdredge has not been characterized for ocean disposal; therefore, additional sampling and testing is required to determine suitability for ocean disposal. Based on the subsequent review of the supplemental SAP EPA (Melissa) noted that if native formation was to be dredged then the project would require a grizzly to break the hard formation materials but overall she was ok with the project for ocean disposal at the LA-5 site. Melissa from EPA had issues for PCBs and other chemical results and conditioned her approval on other future resolution for LA-5 site use conditions.

Genevieve then asked the agencies for their determination for the revised SAPR approval, and the agencies replied as follows: NMFS (Andrea), CCC (Jules Kelly), CDFW (Hart), and CRWQCB (Eric Becker and Sarah Meuron) had no comments with the supplemental SAP. USFWS (Vissman) was not on the call. The Corps is to process the supplemental SAP approval determination at a later date given recent communications with MGBW and their consultants in June 2025.

BREAK 11:45 AM – 1:00 PM

PART 2

Roll Call and Announcements: 1:00 – 1:05 PM

Project #4: 1:05 – 1:35 PM

- 1) Project name:** Back Bay Landing and Bayside Village Marine Redevelopment and Newport Bay Crossings Pipeline Replacement at BC-09
- 2) Applicant's name & affiliation:** Michael Gelfand, Bayside Village Marina LLC
- 3) Project type (Regulatory/Navigation):** Regulatory
- 4) Corps project manager who will attend:** Gerry Salas

5) Purpose/topic (draft SAP, revised SAP, SAPR): SAPR

6) Request for suitability determination? (y/n): y

7) Documents provided (emailed, or FTP link): Attached and provided in subsequent emails due to large file size

8) Time requested: 30 minutes

Corps: Robert Smith, Jim Fields, Genevieve Holdridge, Larry Smith; Kimberly Lyons, Joe Ryan, Gerry Salas, Chris Miller EPA: Melissa Scianni, NMFS: Andrea Dell' Apa, USFWS: Sandy Vissman, CCC: Jules Kelly, Jeremy Smith, CRWQCB: Eric Becker, Hossein Shahrokhnia, Claudia Tenorio, CDFW: Leslie Hart, Consultants: Christian Johansson HDR; Delaney Inman Anchor QEA; Zachary Urabe GHD, Adam Gale and Chris Osuch Anchor QEA, Jorge Tomas Water Coast Engineering.

For this action two projects—the Back Bay Landing (BBL) and Bayside Village Marina (BVM) Redevelopment Project and the Newport Bay Crossing Pipelines Replacement Project—are proposed in Upper Newport Bay in Newport Beach.

Chris Osuch presented the SAP dated June 25, 2025, for the project that is proposing to conduct maintenance dredging within their facility to a design depth of -13.5 ft. MLLW (89,700 cy) to ensure safe navigation. Dredged material was characterized to determine suitability for ocean disposal at LA-3. As part of the BBL and BVM Redevelopment Project, Bayside Village Marina is proposing to conduct maintenance dredging to ensure that water depths are suitable for vessel navigation and berthing. Composite sediment chemical concentrations were relatively low, with all concentrations less than the ERM value, except for DDTs. Within Z-layer samples, DDTs were not detected at BC-09 but exceeded the RGP 54 Z-layer threshold in all samples at BBL/BVM. Dredging would result in decreased DDT concentrations when compared to composite results, except for stations BBL-DU1-03 and BBL-DU2-03. Station BBL-DU1-03 is within the dredge footprint for BC-09, so this area will ultimately be dredged deeper into native material as part of the pipeline replacement project.

Based on the SAP results and results of solid phase testing indicate that sediments are not acutely toxic to benthic organisms. Also results of suspended particulate phase testing and water column modeling (i.e., STFATE) show that sediment does not pose a toxicity risk to existing water column organisms after discharge. Bioaccumulation testing and tissue concentrations were less than the FDA action level and toxicity reference values and the Z layer results which did exceed the RGP 54 Z layer threshold had affects to the Amphipod Solid Testing results which may have been due to clay issues.

Overall, the agencies seemed to indicate that the SAP indicated that there was no toxicity or chemical testing issues and the bioaccumulation results showed that DDT was less than the ERED toxic reference values but was high with the DDTs ERM values. The agencies at the DMMT telcon all agreed that the material was suitable for ocean disposal at LA-3 ocean disposal site. Based on the SAPR results of testing, sediment from the BBL/BVM and BC-09 are recommended is suitable for ocean disposal at LA-3.

Project #5: 1:35 – 2:05 PM

- 1) Project name:** Newport Marina Maintenance Dredging
- 2) Applicant's name & affiliation:** Allyson Presta, Owner
- 3) Project type (Regulatory/Navigation):** Navigation
- 4) Corps project manager who will attend:** Gerry Salas
- 5) Purpose/topic (draft SAP, revised SAP, SAPR):** SAPR
- 6) Request for suitability determination? (y/n):** y
- 7) Documents provided (emailed, or FTP link):** Attached presentation and memorandum
- 8) Time requested:** 30 minutes

Corps: Robert Smith, Jim Fields, Genevieve Holdridge, Larry Smith; Kimberly Lyons, Joe Ryan, Gerry Salas, Chris Miller EPA: Melissa Scianni, NMFS: Andrea Dell' Apa, USFWS: Sandy Vissman, CCC: Jules Kelly, Jeremy Smith, CRWQCB: Eric Becker, Hossein Shahrokhnia, Claudia Tenorio, CDFW: Leslie Hart, Consultants: Christian Johansson HDR; Delaney Inman Anchor QEA; Zachary Urabe GHD, Adam Gale, McKenna, and Chris Osuch Anchor QEA.

Maintenance dredging is proposed at Newport Marina, located in Lower Newport Bay Dredging and is needed to restore the navigable capacity of the existing dock and channel at -12 ft. MLLW (9,390 cy) given that a recent bathymetry survey conducted on May 27, 2025, shows some slips as shallow as -5 feet mean lower low water (MLLW). Due to elevated DDTs in the potential post-dredge surface at NM-01, this project did not qualify under the City's RGP 54 program. Dredging to -10 feet MLLW with 2 feet of allowable overdredge in the northern portion of the marina and to -10 feet MLLW with 1.5 feet of allowable overdredge in the southern portion of the marina. Dredged material will be placed at LA-3 ODMDS with placement of 6 inches of clean sand cover at the northern end of the marina.

Genevieve and Anchor QEA presented the project which is a maintenance dredging project with ocean disposal at LA-3. Newport Marina is in an area covered under the City of Newport Beach's Regional General Permit (RGP) 54. The City of Newport Beach completed the most recent round of sediment sampling in August 2022 and January 2023 and received approval through a sediment suitability from the DMMT.

Based on sediment chemistry and biological testing, Area 2, which includes Newport Marina, was determined to be suitable for unrestricted disposal at the LA-3 Ocean Dredged Material Disposal Site (ODMDS). Area 2 of RGP 54 also requires confirmatory sediment sampling to demonstrate that proposed dredged Z-layer does not exceed the DDT threshold of 18 µg/kg which led to a revised SAP submittal to the DMMT. The applicant proposes that dredged material from Newport Marina be disposed of at LA-3 ODMDS based on the Sampling and Analysis Report (SAR) suitability determination dated June 2025.

The agencies commented about the 6-inch cap thickness requirement, and Hossein asked how is the sand to be placed and Adam explained that they may use a diver assisted method. Jules from CCC commented that can they dredge deeper and how did they determine that the 6-inch cap was sufficient? Mc Kenna and Adam explained that

the depth was determined based on slope and seawall engineering. Larry asked could they dredge to -15 ft. MLLW given slope and seawall issues and the steepness of the slopes and boat and slip constraints? Adam said they would have to talk to some contractors or other design folks to respond. Claudia commented that it's a not cap due to mixing issues and that she would defer to the CRWQCB permit and currently there was a DWOP determination and that they would have to resolve thru the permitting process.

Genevieve then asked the agencies for their determination for the SAPR approval, and the agencies replied as follows: EPA (Melissa) approved the SAPR, NMFS (Andrea), CCC (Jules Kelly), CDFW (Hart) had no comments, and CRWQCB (Claudia) would defer to their permit and currently there was a DWOP determination and that they would have to resolve thru the permitting process. USFWS (Vissman) was not on the call. Genevieve then approved the SAPR as good to go.