

US ARMY CORPS OF ENGINEERS (USACE) MAINTENANCE DREDGING 2018-2019

San Francisco Bay Conservation &
Development Commission
LTC Rayfield, District Commander
Jay Kinberger, Navigation Program Manager
17 May 2018

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AGENDA

1. Navigation Mission and the Maritime Highway
2. Authorities and the Federal Budget Cycle
3. USACE Maintenance Dredging 2018-2019
4. Overall USACE Recommendation

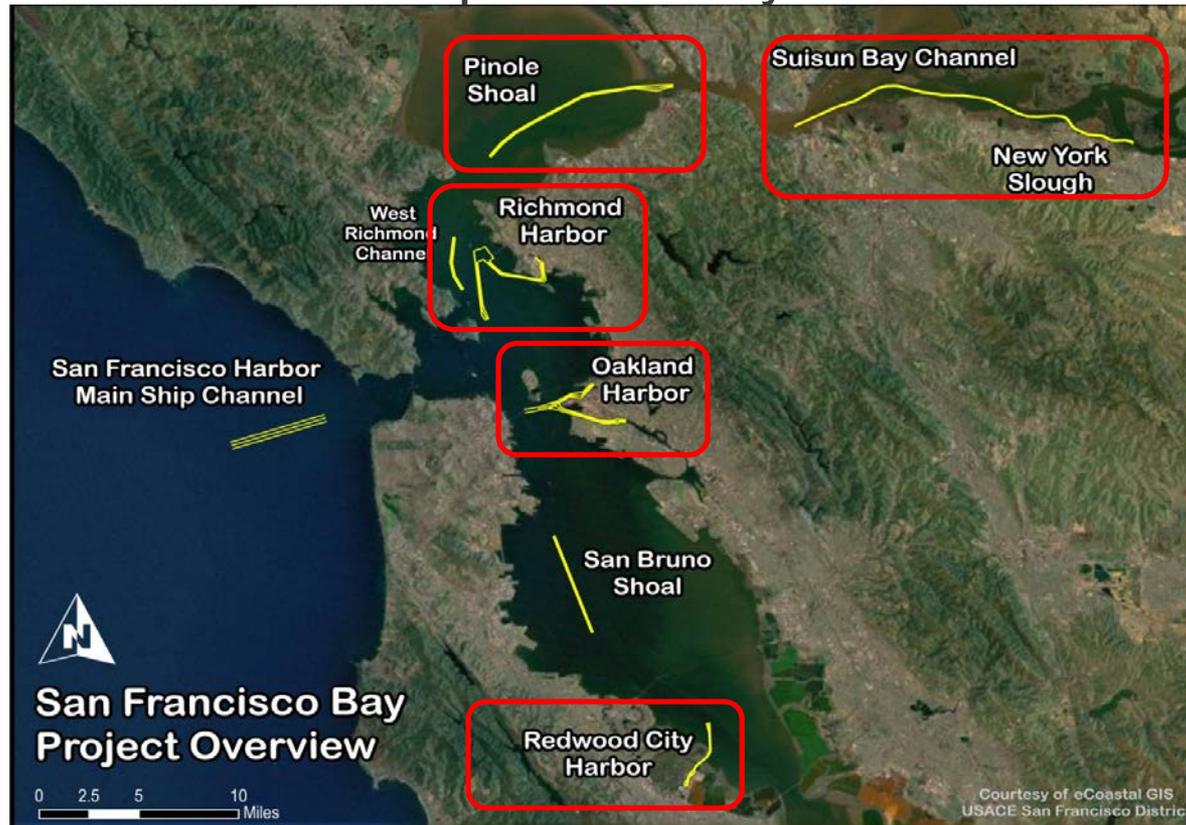


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USACE NAVIGATION MISSION

Maintain safe, efficient, and effective navigation transportation systems

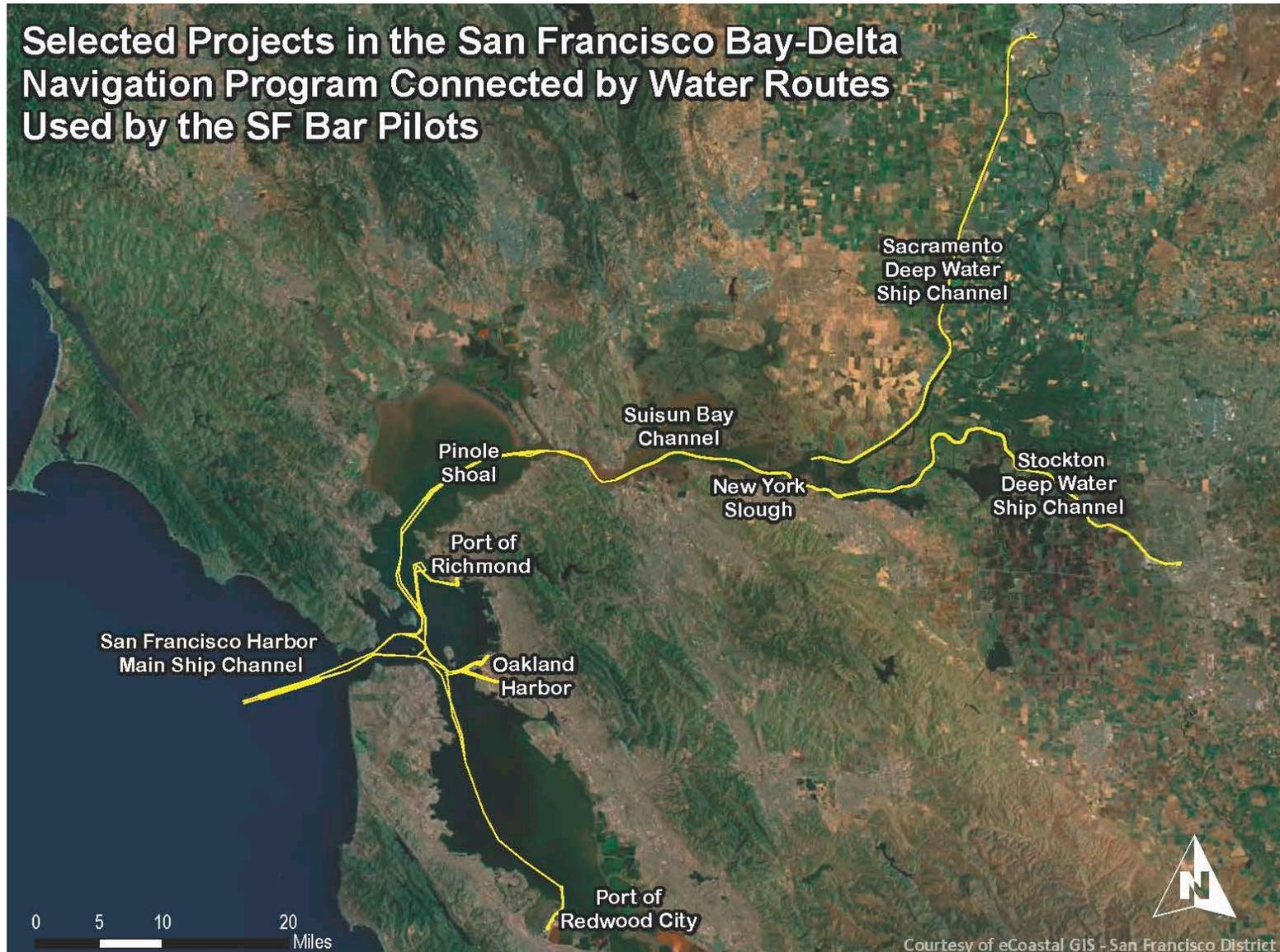


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THE MARITIME HIGHWAY

Selected Projects in the San Francisco Bay-Delta Navigation Program Connected by Water Routes Used by the SF Bar Pilots



Courtesy of eCoastal GIS - San Francisco District of Engineers™



AUTHORITIES

Projects require **BOTH** a *Congressional Authorization* to maintain the channel and a *Congressional Appropriation* to fund that maintenance.

Maintenance of federal navigation channels must also **comply with ALL federal laws.**

- Environmental laws & regulations
- Fiscal laws & regulations
- Procurement laws & regulations



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3-YEAR FEDERAL BUDGET CYCLE

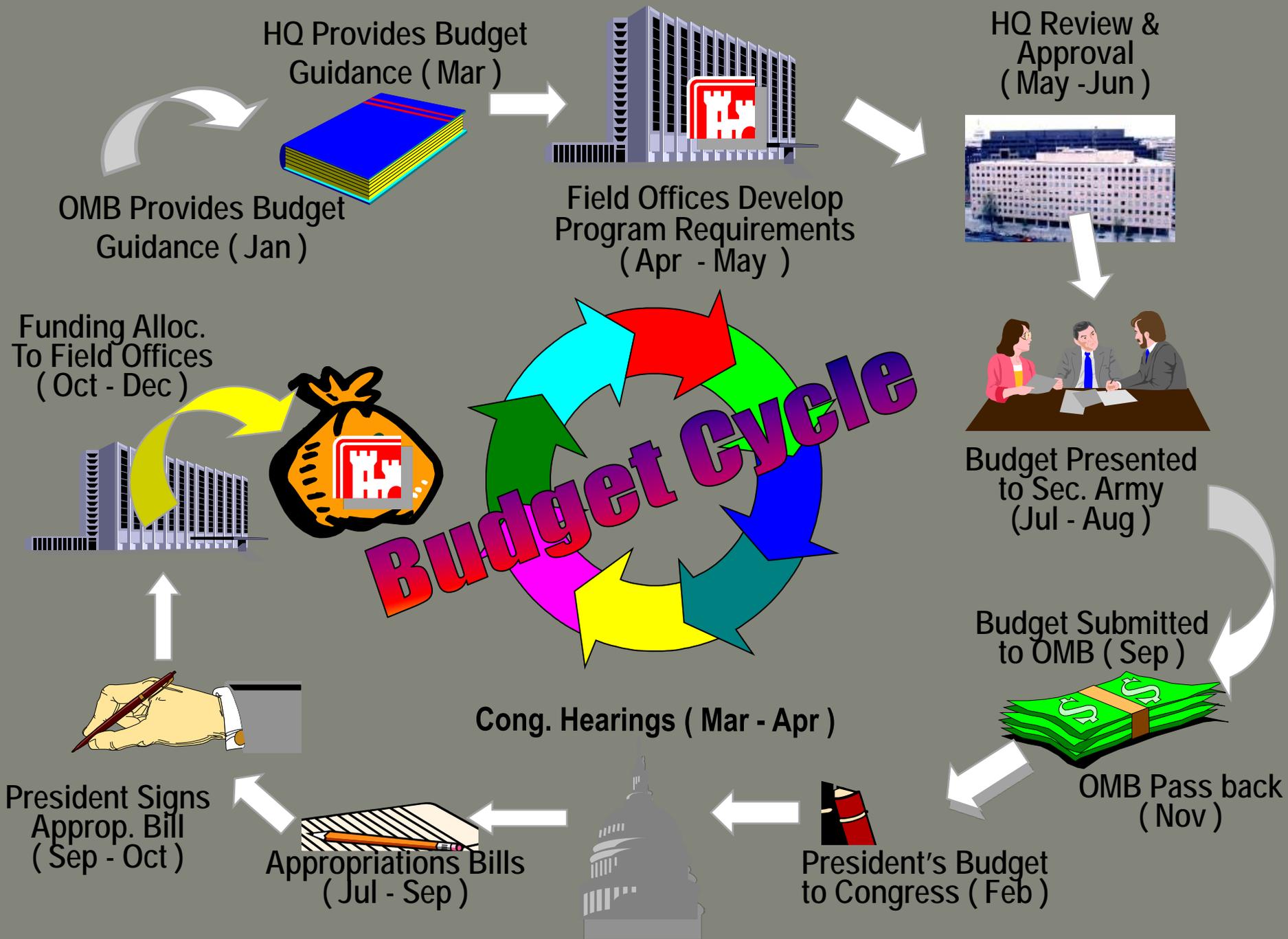
In any given year we are performing all three of the below actions

- **Year 1: Build** – USACE develops budget needs to inform President's Budget for Year 3 (i.e. 2020)
- **Year 2: Defend** – President's defense of budget to Congress for year 2 (i.e. 2019)
- **Year 3: Execute** – USACE District's execute funds as appropriated in year 1 (i.e. 2018)



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USACE MAINTENANCE DREDGING

Project	Maximum Dredge Volume (cy)			Placement Site	Dredge Type
	2018	2019	2-year Total		
Oakland Harbor	950,000	950,000	1,900,000	SF DODS or Beneficial Reuse	Clamshell
Richmond Inner Harbor	350,000	350,000	700,000	SF DODS or Beneficial Reuse	Clamshell
Richmond Outer Harbor	500,000	Deferred	500,000	SF-11 or SF-10	Hopper
Pinole Shoal Channel	Deferred	500,000	500,000	SF-10 or SF-9	Hopper
Suisun Bay and New York Slough	275,000	275,000	550,000	SF-16 or SF-9/Beneficial Reuse	Clamshell
Redwood City Harbor	300,000	300,000	600,000	SF-11 or SF DODS	Clamshell
Petaluma River		600,000	600,000	Schollenberger Park and SF-10 for Across the Flats	Pipeline/Clamshell for Across the Flats
San Francisco Mainship Channel	350,000	350,000	700,000	OBDS/SF-17 or SF-8	Hopper

* Approximately 700,000 will go out of Bay



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OVERALL USACE RECOMMENDATION

We appreciate the timely and thorough coordination with your staff.

We recommend a vote for the Staff Recommendation with the understanding that we are currently in litigation on a few specific conditions.



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Questions?



ADDITIONAL INFORMATION SLIDES



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NAVIGATION MISSION

To provide safe, reliable, and efficient waterborne transportation systems (channels, harbors, and waterways) for the movement of commerce, national security needs and recreation.



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SAN FRANCISCO HARBOR



Main Ship Channel Project Depth: -
55'

Dredge volumes:

- 2018: 350,000 cy
- 2019: 350,000 cy

Hopper Dredge

Ocean Disposal (SF-17 or SF-8)

On-shore placement at Ocean
Beach in development.



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OAKLAND HARBOR



Inner and Outer Harbor project
depth: -50'

Dredge volumes:

- 2018: 950,000 cy
- 2019: 950,000 cy

Mechanical/Clamshell

Ocean Disposal (SFDODS) and
upland/beneficial reuse



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RICHMOND OUTER HARBOR



Outer Harbor (South Hampton Shoal and Maneuvering Areas): -45'

Dredge volumes:

- 2018: 500,000 cy
- 2019: Deferred

Hopper

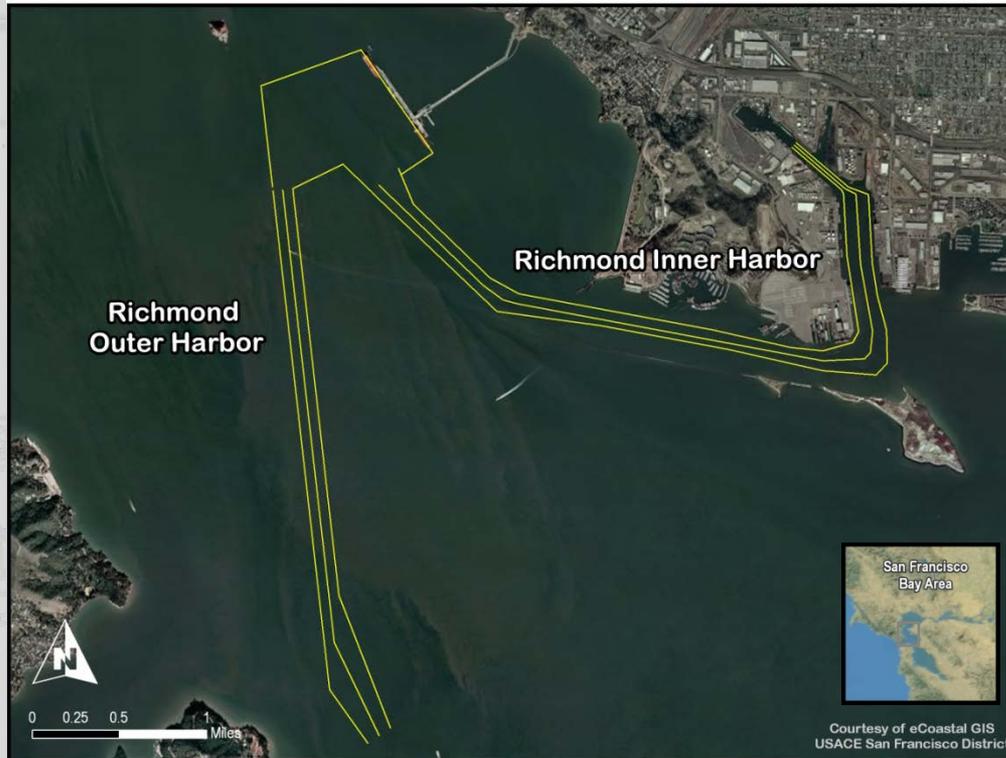
In-bay placement: Alcatraz Disposal Site (SF-11) or SF-10



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RICHMOND INNER HARBOR



Project depth: -38'

Dredge volumes:

- 2018: 350,000 cy
- 2019: 350,000 cy

Mechanical/Clamshell

Ocean Disposal (SFDODS) or
Contractor provided
upland/beneficial reuse

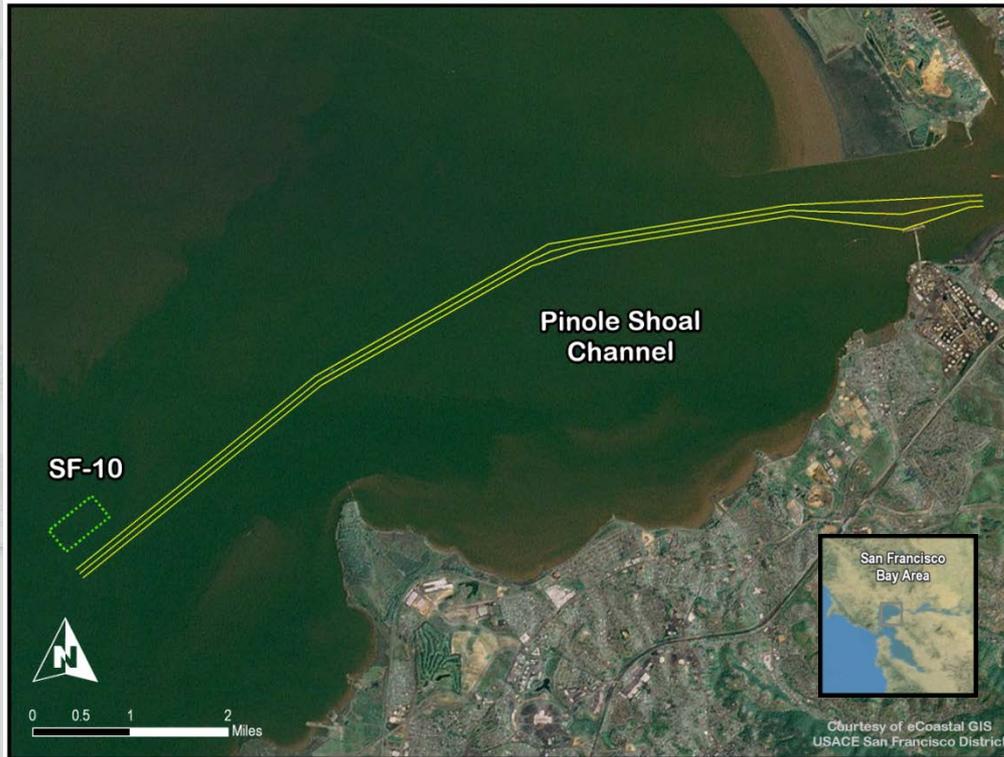
Santa Fe Channel – not
maintained due to sediment
quality



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SAN PABLO BAY / MARE ISLAND STRAIT (PINOLE SHOAL)



Project depth: -35'

Dredge volumes:

- 2018: Deferred
- 2019: 500,000 cy

Hopper

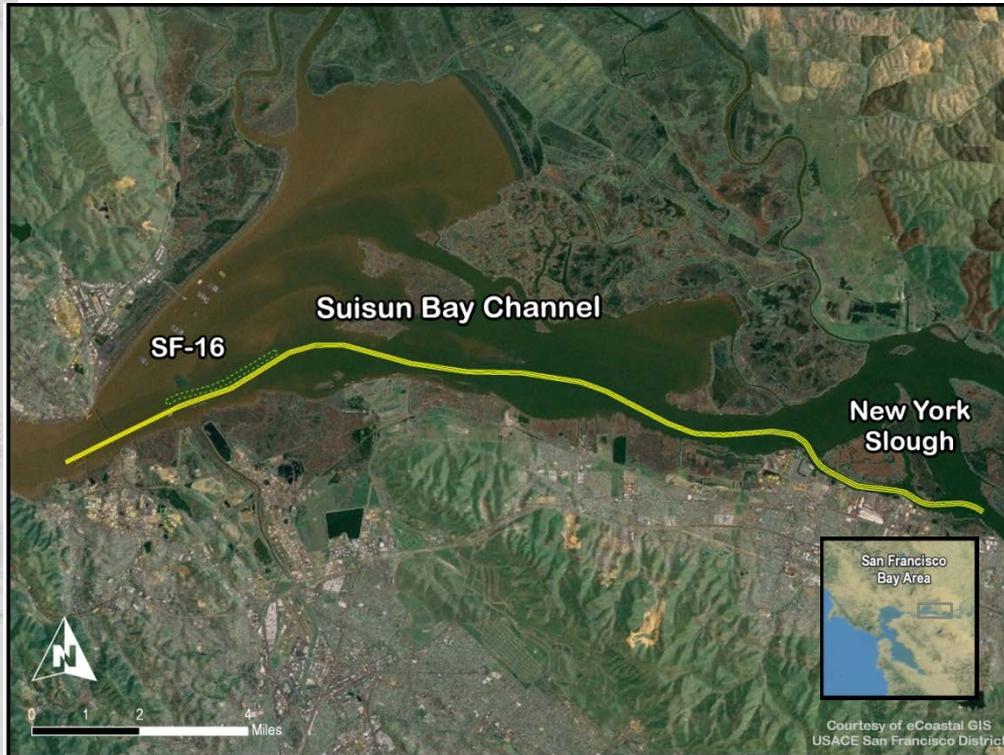
In-Bay Placement: San Pablo Bay
Disposal Site(SF-10) or SF-9



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SUISUN BAY CHANNEL



Project Depth: -35' MLLW

~Dredge volumes:

- 2018: 275,000 cy
- 2019: 270,000 cy

Mechanical/Clamshell (2018)

- Consultation with USFWS required for 2018-2019

In-Bay Placement: Suisun Bay Disposal Site(SF-16) or SF-9



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REDWOOD CITY HARBOR



Project Depth: -30' MLLW

Dredge volumes:

- 2018: 300,000 cy
- 2019: 300,000 cy

Mechanical/Clamshell

In-bay placement: Alcatraz
Disposal Site (SF-11)
or SF-DODS



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PETALUMA RIVER



Project Depth: -8' MLLW

Dredge volumes:

- 2019:
 - River Channel -350,000 cy
 - Across the Flats -250,000 cy

Dredging Method and Disposal

- Pipeline Dredge for Upper Channel - Schollenberger
- Mechanical/Clamshell for Across the Flats – SF10



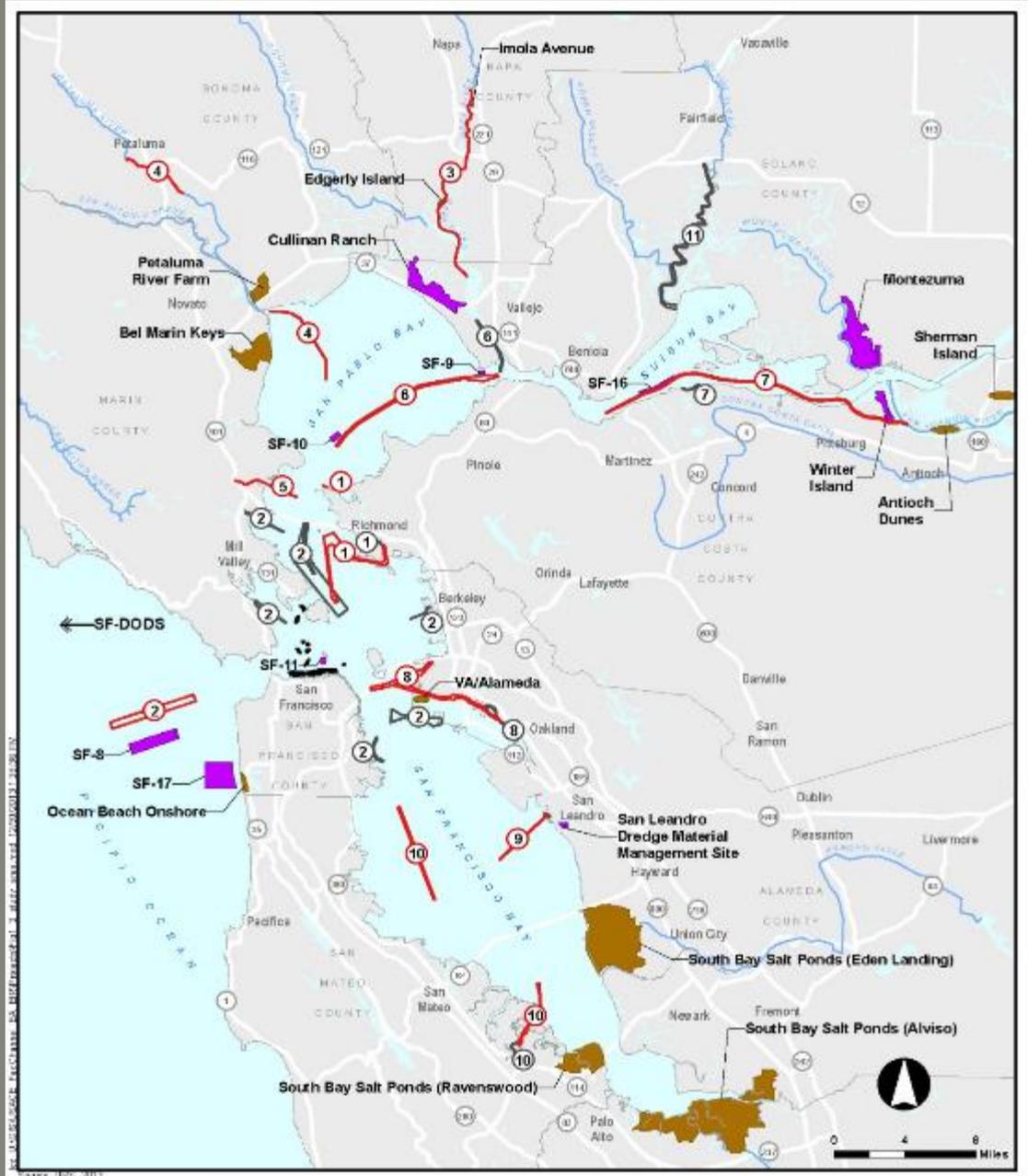
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PROGRAM AREA



- | | |
|-------------------------------------|--|
| ① Richmond Harbor | ⑦ Suisun Bay Channel |
| ② San Francisco Harbor | ⑧ Oakland Harbor |
| ③ Napa River Channel | ⑨ San Leandro Marina (Jack D. Maltester Channel) |
| ④ Petaluma River Channel | ⑩ Redwood City Harbor |
| ⑤ San Rafael Creek Channel | ⑪ Suisun Slough Channel |
| ⑥ San Pablo Bay/ Mare Island Strait | |



“FEDERAL STANDARD”

The least costly dredged material disposal or placement alternative (or alternatives) that is consistent with sound engineering practices and meets all federal environmental requirements, including those established under the Clean Water Act (CWA) and the Marine Protection, Research, and Sanctuaries Act.

EPA/USACE. 2007f. *The Role of the Federal Standard in the Beneficial Use of Dredged Material From Corps of Engineers New and Maintenance Navigation Projects.*



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“BASE PLAN”

It is the Corps of Engineers policy to accomplish the disposal of dredged material associated with the construction or maintenance dredging of navigation projects in the least costly manner. Disposal is to be consistent with sound engineering practice and meet all Federal environmental standards including the environmental standards established by Section 404 of the Clean Water Act of 1972 or Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972, as amended. This constitutes the base disposal plan for the navigation purpose. Each management plan study must establish this “Base Plan”, applying the principles set forth below.

*ER 1105-2-100, Planning Guidance Notebook, Appendix E,
Paragraph E-15.a.(3)*



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BENEFICIAL USE AUTHORITIES

WRDA 2007, Section 2037, Regional Sediment Management

- Cost share of environmental protection and restoration project is 65% Fed / 35% Non-Fed of the incremental cost in excess of the Base Plan or Federal Standard for the associated dredging project.
- “Section 204” projects limited to \$5 million Federal cost.
- “Section 207” projects are generally new navigation projects or where incremental cost is greater than \$5 million.
- Non-Fed Sponsor responsible for providing LERRDs and 100% of OMRR&R costs.



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