

**Harbor Safety Committee
Of the San Francisco Bay Region**

**Report of the
U.S. Army Corps of Engineers, San Francisco District**

May 12, 2005

1. CORPS 2005 O&M DREDGING PROGRAM

The following are this years O & M dredging program for San Francisco Bay.

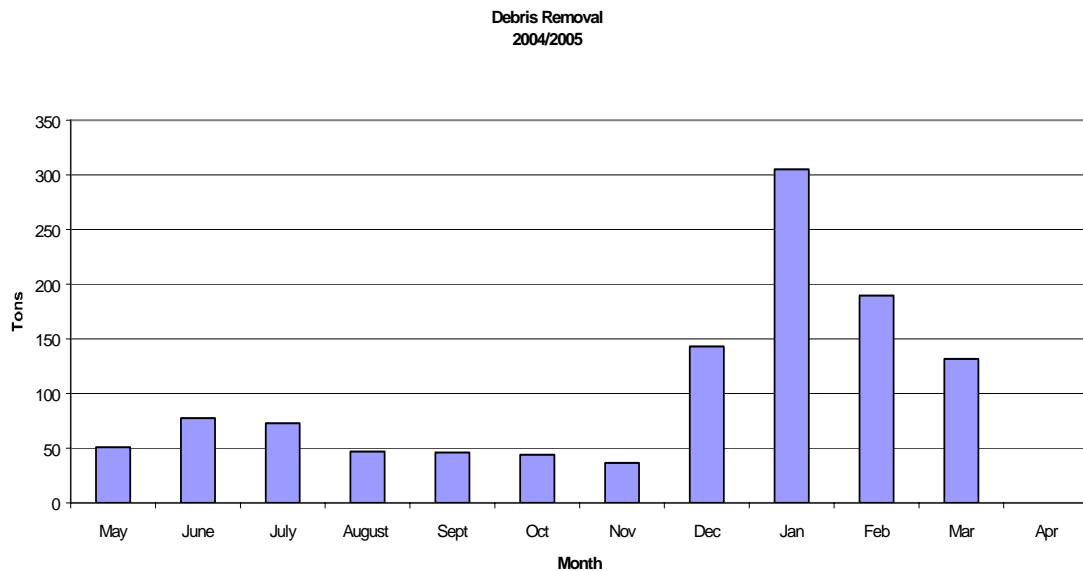
- a. **Main Ship Channel** – Project is scheduled to be accomplished by the Government Dredge “Essayons”. Dredged material disposal will be at SF-8. Anticipated start date is end of May. The Corps is investigating disposing of the material closer to Ocean Beach in order to reduce beach erosion. No testing required this year.
- b. **Richmond Outer Harbor and Southampton Shoal** – Project is scheduled to be accomplished by the Government Dredge “Essayons”. Dredge material disposal is scheduled for in bay at the Alcatraz Dredged Material Disposal Site (SF-11). Work is anticipated to start the first part of June. No testing required this year.
- c. **Richmond Inner Harbor** – Corps has contract in place with Great Lakes Dredging with an option that the Corps could exercise to do this years dredging. However, the Corps has determined that it will not exercise this option year and will instead solicit for a new contract. The solicitation should be out by the end of June. Anticipate that the dredged material will be disposed of at the ocean disposal site. Dredging window opens June 1, 2005. Anticipate dredging in September.
- d. **Oakland Outer and Inner Harbor** – Corps has contract in place with Great Lakes Dredging with an option that the Corps could exercise to do this years dredging. The Corps has determined that it will not exercise the option year on this contract. The maintenance material will be included with the deepening contract. Anticipate that the dredged material will be disposed of at the Montezuma Wetland Restoration Project Disposal Site. Dredging window opens August 1, 2005.
- e. **Suisun Bay Channel** – Need to advertise for a new dredging contract this year. Dredging window opens June 1, 2005. The solicitation for this contract should go out by the end of May. The contract for this project will be combined with the Pinole Shoal Project. There may not be sufficient funds to dredge the entire project. The Corps has committed to consulting with the Bar Pilots and the Coast Guard before we dredge in order to determine where the dredging should take place so we maintain the channel in the safest manner possible und these conditions. No testing required this year. Schedule calls for dredging to start by the end of July.

- f. **Pinole Shoal** – Requires a new dredging contract. The solicitation for this contract should go out by the end of May. The contract for this project will be combined with Suisun in order to conserve funds. Dredging window is from June 1 to 30 November. No testing required this year. There may not be sufficient funds to dredge this entire project. The Corps has committed to consulting with the Bar Pilots and the Coast Guard before we dredge in order to determine where the dredging should take place so we maintain the channel in the safest manner possible under these conditions. Schedule calls for dredging to start by the end of July.

- g. **Redwood City** – UNFUNDED – Corps plans to perform full testing on this material this year – Do to funding limitations and the fact that this project is unfunded this year the material may have to be disposed of in bay if any funding is found. If Bair Island becomes available, it may be more economical to take the material to Bair Island. Dredging window is from June 1 to November 30. At the present time the President’s budget for FY 2006 contains funding for this project. Dredging could start by June 2006.

2. DEBRIS REMOVAL

The total tonnage of debris collected on the San Francisco Bay for April 2005 was ??? tons. This is ??? tons **more/less** than the 132 tons collected in the month of March 2004.



3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

a. Oakland 50-ft –

The project goals are to get the Outer Harbor down to 46 feet first, then to get the Inner Harbor down to 46 feet. After the 46 foot depth is achieved, then we will take the project down to the 50-foot depth. By phasing the project in this way the project sponsor will get a greater utilization until the 50-foot depth is achieved. The Corps will receive approximately 24.75 million dollars in this year's budget less savings and slippage. The Corps has three contracts underway. The first contract is for the containment structure for middle harbor. The driving of sheet piling for the middle harbor containment structure is well under way and this contract is scheduled to complete by the end of May. The second one was the dredging contract. It combined the dredging of the Outer Harbor to an interim depth of 46 feet and the Inner Harbor to an interim depth of 46 feet. We have dredged approximately 1,400,000 cubic yards or more under this contract. The third contract is a marine construction contract for the last phase on the Inner Harbor Turning Basin. The actual physical work on this contract has not started. We have completed the evaluation of an alternative proposal for the bulkhead design and have found that we can accept the alternative design with some modifications. The Corps has not yet received the final alternative design. The Contractor wants to start the dredging on this contract in the next week or so. One issue with these contracts is that the Corps does not have sufficient Federal funds to support them. The Port of Oakland, the project sponsor, will fund these contracts. Congress has approved the sponsor funding these contracts and therefore we have amended the Project Cooperation Agreement (PCA) between the Port and the Corps and it has been signed.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

There was no emergency dredging in FY 2004 and the Corps is working hard in its dredging program to try to eliminate the need for emergency dredging. For example, in FY 2004 we continued to perform advanced maintenance in the Suisun Channel at Bull's Head Reach.

5. OTHER WORK

San Francisco Bay to Stockton

Project continues to move forward

The San Francisco District is looking at a General Re-evaluation Report (GRR) to deepen the John F. Baldwin Ship and Stockton Deep Water Ship Channels. This would be only 1 or 2 feet. Division has given ok to proceed with study. The year the Corps has received approximately \$250,000 for this project and we are attempting to reprogram additional fund. The Corps has finalized the scope for the full General Re-evaluation Report (GRR) and we have completed the Project Management Plan. The Project Management Plan and the Design Agreement were approved by the Port of Stockton's Board on April 5, 2004. Contra Costa County has existing agreement in place with the Port of Stockton that they can utilize for this project. The goal is to complete the GRR by 2007. The San Francisco District has brought in the Corps Engineer Research and Development Center (**ERDC**) to address the issue of no return water from a dredge material disposal site that is being required by the Central Valley Regional Water Quality Control Board. The hydrographic survey has been completed and a salinity model is being run. We are have flown the orthophotos (corrected photo map) of the project while the vegetation was at a minimum. We lack the funds to process the photos and analyze the date. We are trying to reprogram funds to enable us to complete this work.

The San Francisco District is working with the Sacramento District to help develop a Long Term Management Strategy (LTMS) the dredging and disposal of dredged material for the Delta. We have met with the agencies that developed the San Francisco Bay LTMS to see the best was to go about this and to learn from their experiences.

Sacramento River Deep Water Ship Channel Deepening

Status – Project is now on hold because the non-federal sponsor is unable to provide their portion of the required cost share for this project.

The San Francisco District has taken over the Sacramento River Deep Water Ship Channel Deepening Project from the Sacramento District. This project is looking to continue the authorized deepening project of the channel from 30 feet to 35 feet. The Corps has received approximately \$350,000 for this year. The Corps developed a Project Management Plan (PMP) and the Port concurred to initiate the study in July 2002. We are doing a Limited Re-evaluation Report (LRR) that focuses on economics and updating the environmental documentation. The studies should take approximately 24 months. We are continuing to work on this project. We have awarded the contract for the salinity model and have received the draft report. The initial estimate is we will need capacity to dispose of approximately 6.5 million cubic yards of material. In reviewing the project we have had to reestablish the channel location and the review shows that some portions of the channel were never built to the required specifications. The San Francisco District has brought in the Corps Engineer Research and Development Center (**ERDC**) to address the issue of no return water from a dredge material disposal site that is being required by the Central Valley Regional Water Quality Control Board. We are have developed a

sampling and analysis plan (SAP) for sediment testing and it has been submitted to the Central Valley Regional Water Quality Control Board for review and approval. We have flown the orthophotos (corrected photo map) of the project while the vegetation was at a minimum. However, the data has not been processed.

The San Francisco District is working with the Sacramento District to help develop a Long Term Management Strategy (LTMS) the dredging and disposal of dredged material for the Delta. We have met with the agencies that developed the San Francisco Bay LTMS to see the best was to go about this and to learn from their experiences.

Address of Corps' web site for completed hydrographic surveys

<http://www.spn.usace.army.mil/hydrosurvey/>