

**MEMORANDUM FOR RECORD**

**April 9, 2020**

**SUBJECT: SECOND DMMP RECENCY EXTENSION FOR DREDGING AT THE PORT OF GRAYS HARBOR WESTPORT MARINA (NWS-2017-212) WITH BOTH OPEN-WATER AND UPLAND DISPOSAL.**

- 1. INTRODUCTION.** This memorandum supplements the original 5 January 2017 Suitability Determination Memorandum (DMMP 2017) and the first 11 July 2019 Recency Extension (DMMP 2019). It also applies to the project suitability as amended in a Suitability Addendum on 20 September 2019. It reflects the consensus determination of the Dredged Material Management Program (DMMP) agencies (U.S. Army Corps of Engineers, Environmental Protection Agency, and Washington Departments of Ecology and Natural Resources) regarding the application of the DMMP recency guidelines to proposed dredging of the Port of Grays Harbor Westport Marina. Proposed disposal is either at the Point Chehalis DNR dispersive open-water disposal site, or upland at a Port-owned property adjacent to the marina.
- 2. BACKGROUND.** A previous recency evaluation for this project (DMMP 2019a) cited the extended time necessary for planning and permitting of an appropriate upland disposal location for the extension of the recency period. That request was granted based on a low likelihood of changed conditions in the dredge prism since the previous characterization, and extended expiration of the recency period until 1 February 2021 with no additional testing required.

Dredging of the Westport Marina began in 2019, with two different contractors: one dredging unsuitable material for placement at the adjacent upland location (Bergerson Construction), and another for dredging of suitable material (Pacific Pile and Marine) with disposal at the Point Chehalis open-water disposal site. Both contractors used portable hydraulic dredges to pump material to the appropriate disposal location. By the end of the 2019-2020 work window in February 2020, all previously identified unsuitable material had been dredged and placed upland. However, dredging of the suitable material faced numerous challenges, and only a small portion of the suitable material was removed during the work window. The Port of Grays Harbor hopes to remove the remaining material prior to expiration of the first recency extension (February 1, 2021), but in case of further delays, is requesting an additional extension through February of 2022.

The Port anticipates dredging will be conducted with cutterhead hydraulic equipment similar to that used in dredging done to date.

- 3. RECENCY EVALUATION.** When circumstances prevent a project from being dredged during the recency period, extension of the recency is considered on a case-by-case basis (DMMP 2018). To evaluate whether to extend the recency period, the agencies review previous characterization data, new data from the dredge site or vicinity, and activities and events at the site itself.

Though there are no new data from the marina, the DMMP considered previous data, on-site events/circumstances, and lessons learned from the ongoing dredging for this evaluation. These points were considered:

- Sampling for the last characterization was in October of 2014 -- almost 7.5 years before the end of the requested second extension. This is well past the five years typically allowed for moderate-ranked projects, and more than double the three years allowed for high-ranked projects. The

marina was ranked moderate for the 2014 characterization, but the DMMP re-ranked most of the marina to **high** for future characterizations.

- Any material placed upland is not subject to recency guidelines -- those are in place to reduce risk for material placed in open-water.
- Risks for changes in the dredge prism since 2014 are primarily to the surface of the remaining material. Deeper material that has not been disturbed or exposed since the last sampling is presumed to have changed little over time.
- No events such as sinking vessels, reported spills, fires, construction, or development in the marina or adjacent uplands have taken place that would create a likelihood of a change in the original characterization of the remaining sediment.
- No water quality issues were identified during recent dredging operations.
- The dredging process has removed a considerable amount of accumulated underwater debris from the marina, including nets, crab pots, boat parts and other anthropogenic waste. This material was removed from the water and disposed appropriately upland. Similar waste removal from the remainder of the marina is considered a positive effect of continued dredging.
- The nearby upland placement location has some remaining capacity. Due to the logistics of pumping hydraulically dredged material increasing distances, it may be more cost- and time-effective for the Port to place material from the eastern portion of the marina into the nearby upland site, even though all remaining material is suitable for open-water disposal.

From the DMMP perspective, to allow a recency extension with no further testing increases potential risk to the environment from placement of unidentified unsuitable material into open-water.

Confirmatory sampling of surface material was considered as a way to reduce potential risk, though that would add costs and time to a project that has already experienced significant additional costs and delays.

Based on the above considerations and to reduce potential risk to the environment, while allowing more time to complete the project, the DMMP will extend the recency period with a condition: **all material from DMMU 8 and from DMMU 13 must be placed in the upland site**. These DMMUs are considered the highest risk for open-water disposal due both to their adjacency to the now-dredged unsuitable DMMUs, but also because they had slightly elevated dioxin concentrations compared to other parts of the marina (Figure 1).

4. **RECENCY DETERMINATION.** On the basis of the existing information, the DMMP agencies agree that a recency extension through the end of February 2022 for the Port of Grays Harbor Westport Marina project is acceptable, as long as DMMUs 8 and 13 are not disposed in open-water without further testing. Other changed conditions that occur subsequent to this extension such as a spill, fire, or other event affecting the marina, may require additional sediment sampling and testing (coordinated with the DMMP) to reconfirm sediment suitability for open-water disposal.

## 5. PROJECT AND PERMITTING.

### a. For current project planning and permitting, the following should be taken into account:

- If the Port decides to use dredging options other than the hydraulic cutterhead used to date, the DMMP should be notified as soon as possible.
- All dredge depth revisions described in the addendum dated 20 September 2019 are included in this extension.

- A pre-dredge meeting with DNR, Ecology, EPA and the Corps of Engineers is required at least 7 days prior to the start of dredging. A dredging quality control plan (QCP) must be developed and submitted to the Regulatory Branch of the Seattle District Corps of Engineers in accordance with state and federal permit requirements. Dredging, positioning, de-watering and disposal activities must be addressed with enough detail to provide assurance to the agencies that the QCP will be properly implemented.
  - This recency determination does **not** constitute final agency approval of this project. A DNR site use authorization must also be acquired for disposal at a DMMP open-water disposal site.
- b. For future marina dredge planning and permitting, the DMMP agencies recommend the following considerations for characterization and dredging of the marina:**
- Identify priority dredging areas (vertical and horizontal) to support sequenced/prioritized dredging (i.e. access channels vs berth dredging), should resources or time/delays not allow all material to be dredged.
  - Define DMMUs for characterization in such a way as to separate potentially unsuitable areas (nearest to shore) from more waterward areas. This approach could minimize the volume of unsuitable material requiring upland disposal, while reducing potential environmental impacts.
- c. Project Rank.** Project will be ranked **high** for the next round of testing, except for the access channel areas (referred to as “fairways” in some previous documents), which can be ranked **moderate**. Access channel areas are defined as continuation of the federal channel eastward to the outside edge of the innermost pier (outlined in red in Figure 2).

## 6. REFERENCES

- DMMP 2008. *DMMP Clarification Paper: Quality of Post-Dredge Sediment Surfaces (Updated)*. Prepared by David Fox (USACE), Erika Hoffman (EPA) and Tom Gries (Ecology) for the Dredged Material Management Program, June 2008.
- DMMP 2015. *Debris Screening Requirements for Dredged Material Disposed at Open-Water Sites*. Final DMMP Clarification Paper. October 02, 2015.
- DMMP 2017. *Determination regarding the suitability of proposed dredged material from the Port of Grays Harbor, Westport Marina, Westport, Washington, for placement at the Pt. Chehalis or South Jetty dispersive open-water disposal sites, or at an approved upland site*. January 5, 2017.
- DMMP 2018. *Dredged Material Evaluation and Disposal Procedures (User Manual)*. Dredged Material Management Program, updated December 2018.
- DMMP 2019a. *DMMP Recency Extension for Dredging at the Port of Grays Harbor Westport Marina (NWS-2017-212) with Both Open-Water and Upland Disposal*. July 11, 2019.
- DMMP 2019b. *DMMP Addendum (Dredge Depth Revision) to Suitability Determination for Proposed Dredged Material from the Port of Grays Harbor Westport Marina (NWS-2017-212) For both Open-Water and Upland Disposal*. September 20, 2019.
- Ecology 2013. *Sediment Management Standards – Chapter 173-204 WAC*. Washington State Department of Ecology, February 2013.

**7. AGENCY SIGNATURES**

**SUBJECT: SECOND DMMP RECENCY EXTENSION FOR DREDGING AT THE PORT OF GRAYS HARBOR WESTPORT MARINA (NWS-2017-212) WITH BOTH OPEN-WATER AND UPLAND DISPOSAL.**

Concur: **Signed copy on file in DMMO, Seattle District USACE**

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Date Lauran Cole Warner - Seattle District Corps of Engineers

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Date Justine Barton - Environmental Protection Agency

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Date Laura Inouye, Ph.D. - Washington Department of Ecology

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Date Shannon Soto - Washington Department of Natural Resources

Copies furnished:

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- Bethany Nickison, Seattle District Regulatory
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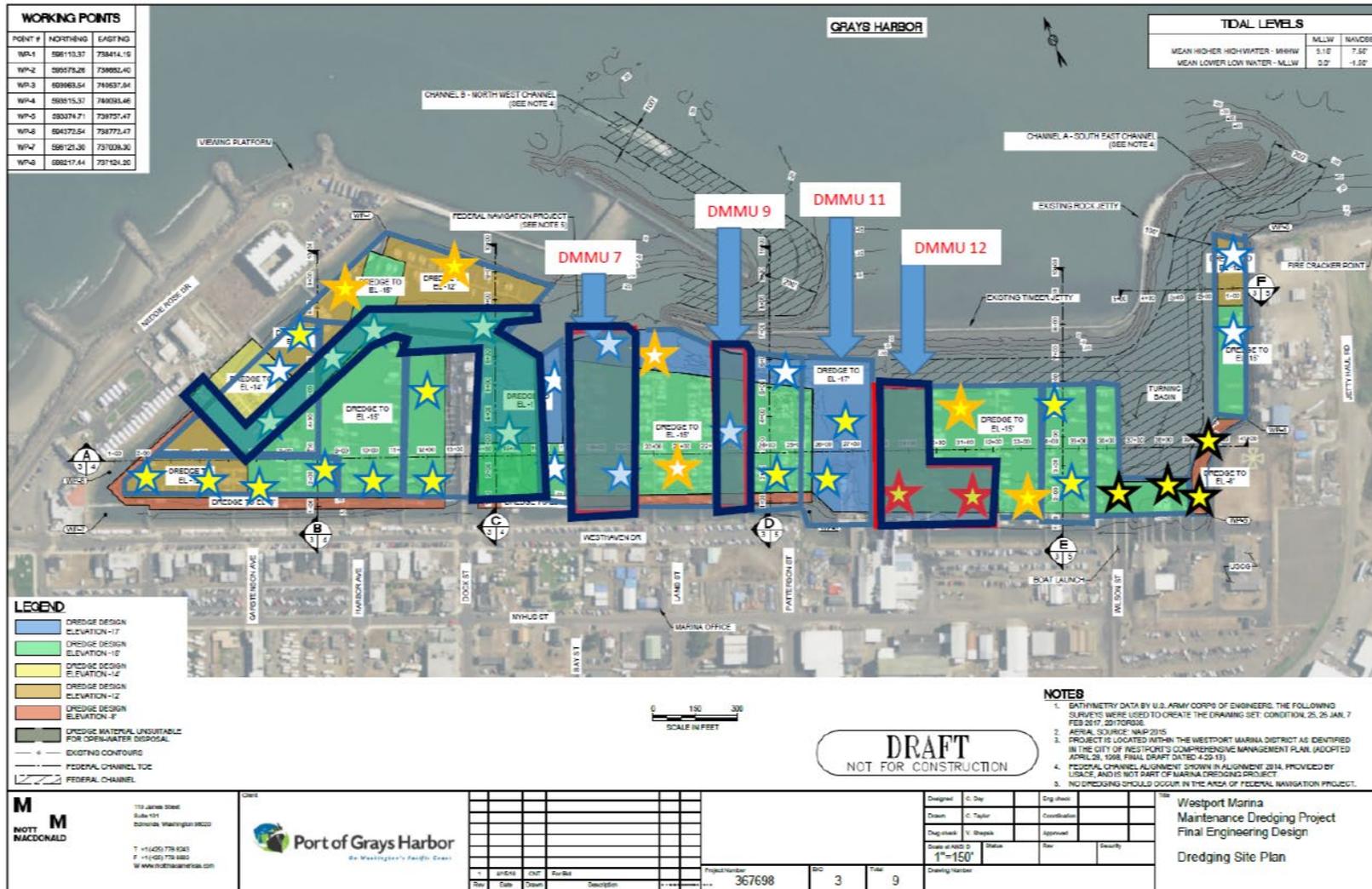


Figure 1. Westport Marina dredge status and dioxin/furan TEQs

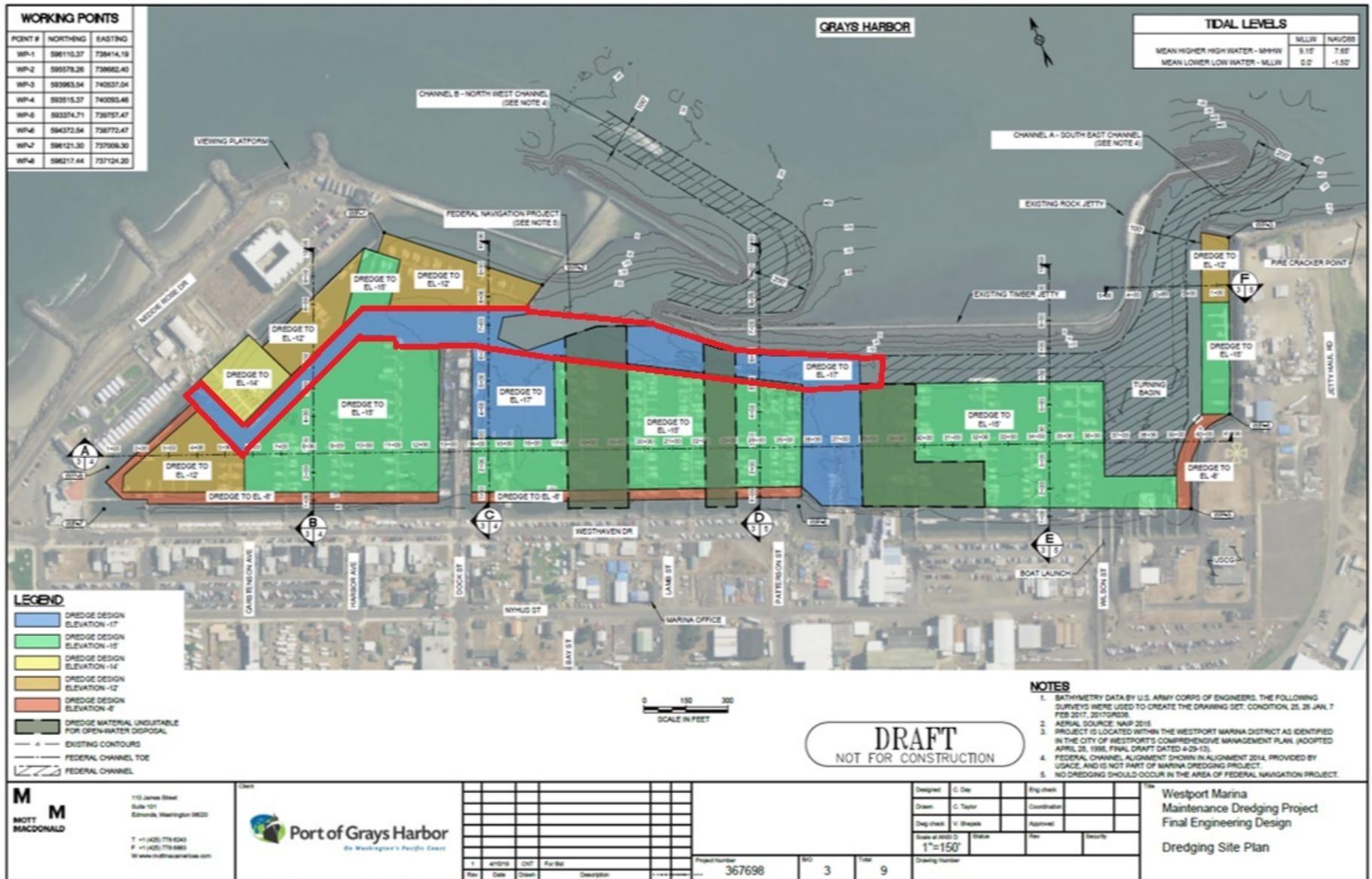


Figure 2. Area bordered in red is approximate "access channel" area for MODERATE ranking. Other marina areas ranked HIGH.